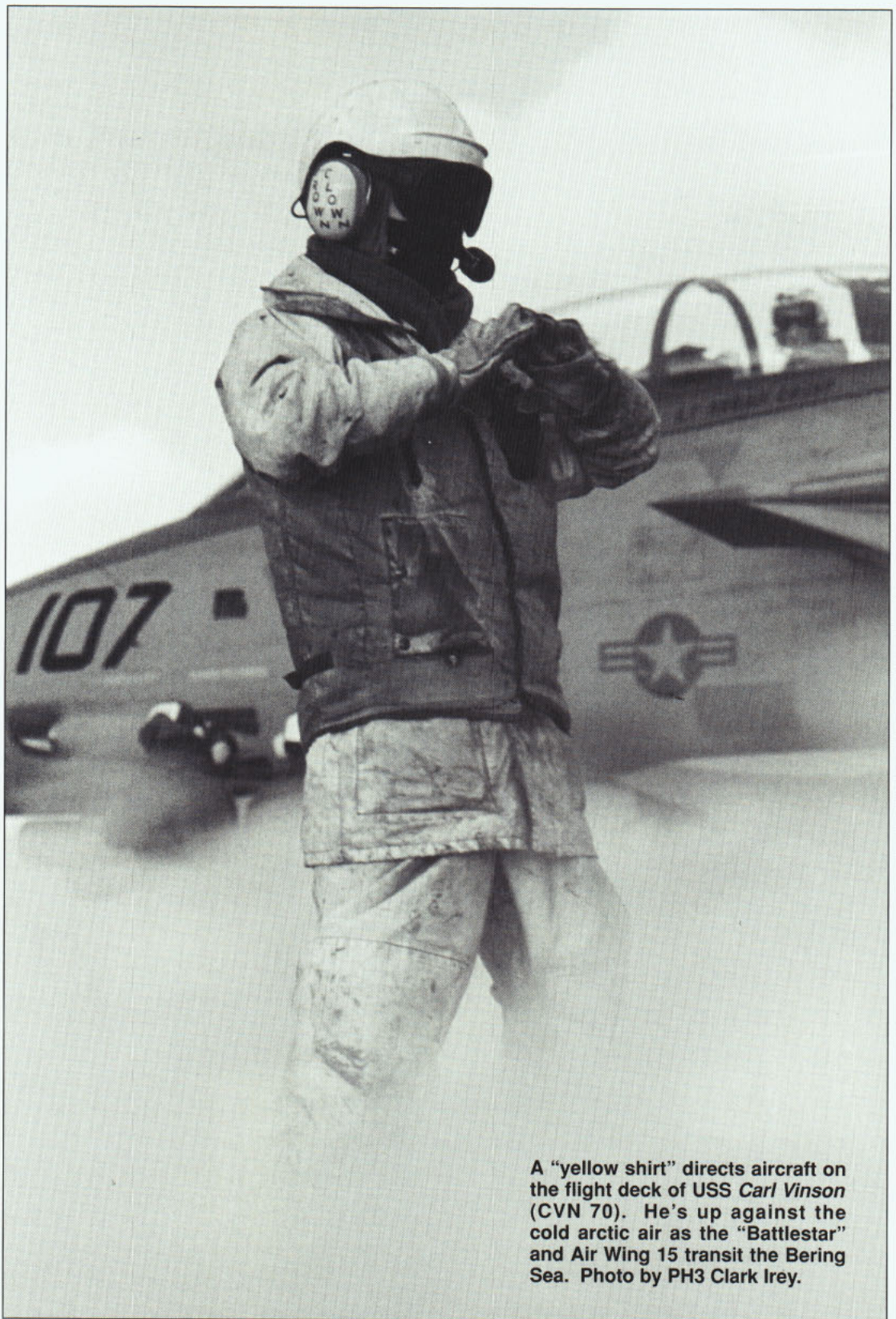


ALL HANDS

JULY 1990 • MAGAZINE OF THE U.S. NAVY



-
- Navy in New Orleans
 - Chaplain visits Moscow
-



A "yellow shirt" directs aircraft on the flight deck of USS *Carl Vinson* (CVN 70). He's up against the cold arctic air as the "Battlestar" and Air Wing 15 transit the Bering Sea. Photo by PH3 Clark Irey.

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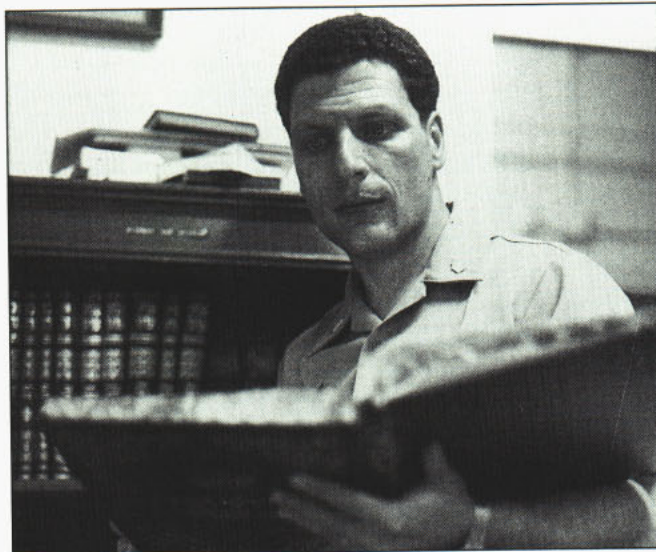


Photo by JO1 Melissa Lefler

Bringing two worlds together — Page 30

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Front cover: A sailor assigned to Special Boat Unit 22 rides a river patrol boat in New Orleans. The unit conducts riverine warfare patrol and helps train reservists. See story, Page 27. Photo by JO1 Lee Bosco.

Back cover: Federal Republic of Germany's FGS *Karlsruhe's* (F-212) embarked helicopter is an anti-submarine warfare "sub buster" for NATO's Standing Naval Force Atlantic. See story, Page 36. Photo by PH1(AW) Mike Flynn.

News You Can Use

Financial

Uniform price increase expected

The cost of government-issue uniforms is going up for personnel in paygrades E-1 through E-6. The Department of Defense directed this increase as a cost efficiency measure.

Monies recovered in support of these military uniform sales will help defray operating expenses. Although exact prices on individual uniform items should be finalized this month, the increases are expected to be approximately 10 percent.

Many of the overhead costs of the Defense Personnel Support Center, previously supported by appropriated funds, will now be passed on through uniform sales. However, sailors can expect to see these increases offset by an increase in their clothing allowances.

The Navy Exchange is the sales outlet for both the government-issue uniforms and the commercially procured counterparts. You can expect no major price increases in the commercial brands, and the government-issue uniforms are sold to you at cost. The Navy Exchange does not set the selling prices of government-issue uniforms.

Management of Navy uniform availability is a prime concern of your Navy Exchange and every effort is being made through close coordination with DPSC and commercial vendors to ensure quality uniform products at the lowest possible cost. □

Personnel issues

Female summer jumpers approved

The Chief of Naval Operations has given his approval for the Navy Resale and Services Support Office to purchase service dress white jumper uniforms from a commercial source. The uniforms are available in uniform shops this summer for E-1 through E-6 women.

The uniform is designed to give the best fit and appearance to Navy women.

Women are not authorized to wear the men's white jumper, except for those authorized to wear it for the ceremonial guard. □

Medical notes

Address change for CHAMPUS West

The new claims processor for CHAMPUS' 14-state Western Region has announced an address where claims should be mailed, as well as a toll-free telephone number that families may use to contact the processor. The address is: Blue Cross-Blue Shield of South Carolina, CHAMPUS Claims, P.O. Box 100502, Florence, S.C. 29501-0502. The telephone number is 1-800-225-4816.

Blue Cross-Blue Shield began processing CHAMPUS claims on March 1. The Western region includes Alaska, Arizona, Colorado, Idaho, Montana, Nebraska, Nevada, New Mexico, North and South Dakota, Oregon, Utah, Washington state and Wyoming. □

Travel

Holiday drinking and driving

Personnel are reminded that highway accidents occur more frequently when alcohol has been consumed. Make this July 4th holiday a safe one for you, your family and others sharing the highway with you. Don't drink and drive. If you do drink, use a designated driver. □

The USO needs volunteers

The United Services Organization celebrates its 50th anniversary next year, and still, it continues to hold the unique reputation for serving the needs of America's military.

Nearly five million service personnel and their families have been supported by the USO — via airport centers, on-base centers and by celebrity entertainment tours.

The USO has over 150 locations worldwide, operating with the help of its 20,000 volunteers. It is supported solely by private contributions.

The organization is a Congressionally-chartered, non-profit group that receives no direct federal funding.

Contact your nearest USO for more information on services offered, or how you can volunteer. □

Naval Academy/NAPS

Highly motivated and career-oriented sailors can apply for the U.S. Naval Academy and earn a commission. There are 85 slots for direct admission each year for full-time active duty and reserve personnel through Secretary of the Navy nominations.

Applicants who do not receive direct appointments for the academy's upcoming year are automatically considered for the 50 spots in the Naval Academy Prep School.

NAPS helps individuals with proven performance records and good academic backgrounds, especially those who exhibit the traits necessary to be successful.

For more information, see OpNav Instruction 1531.4E, or call the NAPS/Fleet Coordinator at Autovon 281-4361, or toll free, 800-638-9156. □

Drug and alcohol counselors

The Navy needs about 150 drug and alcohol counselors each year to fill existing billets at four Naval Rehabilitation Centers. These locations are at Pearl Harbor, Hawaii, Jacksonville, Fla., Norfolk and San Diego.

There are also 21 Alcohol Rehabilitation Departments at naval hospitals and 80 or more Counseling and Assistance Centers both ashore and afloat.

If you are within one year of your projected rotation date, consult the Enlisted Transfer Manual Section 9.202 for eligibility requirements. The Navy Drug and Alcohol Counselor training applications can be obtained from the nearest Navy Alcohol Rehabilitation Center, Naval Rehabilitation Center or Counseling and Assistance Center.

After getting command endorsement, applicants are interviewed by a certified counselor. The Director of Navy Drug and Alcohol Counselor School in San Diego sends notification of approval or disapproval of the application by letter to NMPC-4010D (Special Programs Detailing).

If your detailer releases you to special programs, he or she will initiate permanent change of station orders on or about your PRD to attend school in San Diego enroute to your ultimate duty station. The school is 10-weeks long and convenes seven times per fiscal year in accordance with NavMilPersCom Note 5355, which is published annually every August.

If your detailer does not release you to special programs, your package is forwarded to NMPC-40 (Director, Enlisted Distribution) for final resolution. Chances for approval are better if you are completing a sea tour or equivalent. However, each case is considered individually.

For more information contact YN1 Linda Dennehy (NMPC-4010D) at Autovon 225-9316/7 or commercial (202) 695-9316/7. Questions can also be forwarded to NMPC-63 (Drug and Alcohol Program), LCDR W.R. Graham at Autovon 224-8008 or commercial (202) 694-8008. □

'New CNO ...arriving'

ADM Kelso takes the helm

Story by JOCS Robin Barnette

"The best advice I can give the men and women in the Navy is to do your best in every assignment," said ADM Frank B. Kelso II.

If anyone in the Navy is qualified to give sailors advice, certainly it is this man. A 34-year Navy veteran, Kelso has served as Supreme Allied Commander Atlantic and Commander in Chief, U.S. Atlantic Fleet since November 1988. He was slated to take over as Chief of Naval Operations June 30 from ADM Carlisle A.H. Trost.

Kelso knows what it takes to be a success.

"Do every job right the first time," he said, ticking off suggestions, "be honest with yourself and your shipmates, remember that nothing beats plain old common respect when you're dealing with other people, and have some fun.

"Your performance and your effectiveness are much better when you enjoy working with your shipmates," he continued, "and you enjoy what you're doing."

These tips have worked well for Kelso since he graduated from the Naval Academy in 1956. After his first assignment to USS *Oglethorpe* (AKA 100) he attended submarine school.

In those early days, he naturally

didn't have any idea he would one day be CNO.

"My career goal when I graduated from the Academy was to command a ship," Kelso said. "This goal never changed until it was achieved. To me, that was what the Navy was all about — command at sea."

The Fayetteville, Tenn., native reached his initial aim in 1969 when he took command of USS *Finback* (SSN 670). Later, he also served as skipper of USS *Bluefish* (SSN 675).

"After that I took each job as it came," Kelso said, "and tried to serve the Navy and our Navy people well." These jobs included being Commander of Submarine Squadron 7 and assignments relating to the submarine community with Naval Military Personnel Command and Deputy Chief of Naval Operations (Manpower/Personnel and Training). In February 1980 he was selected for promotion to rear admiral.

"After selection for flag rank, I took each job Navy leadership provided and they all were challenging and exciting," Kelso said. "I thought very little about the top spot. My personal goal in life was to make my family proud of my life, and that has remained the same since I left the small town in Tennessee where I grew up."



ADM Frank B. Kelso II

Kelso is definitely a family man.

"The most significant personal accomplishment of my life has been raising four wonderful children with my wife," he said. "Raising a family while you're serving in the Navy is never easy, and it takes the best efforts of both parents.... Nothing in my life has ever made me prouder than my family."

One of his children is in the Navy — a son who is a lieutenant — while



ADM Kelso aboard USS *Dwight D. Eisenhower* (CVN 69) during exercise *Ocean Venture '90*.

two others are attending college. One daughter is learning about raising her own family in the Navy environment — she's married to a lieutenant.

Kelso is proud of his "Navy family," too.

"The Navy today is well trained, well equipped and is ready to do its job," he said. "Leadership and dedication have contributed greatly to this accomplishment."

Kelso has helped provide some of that good leadership which has seen the Navy grow during the 1980s. He served in the offices of both the CNO and Secretary of the Navy in the early part of the decade. In February 1985 he became Commander, 6th Fleet and NATO Commander Naval Striking Force and Support Forces Southern Europe. It was under Kelso's command, for example, that U.S. Navy F-14s forced down the Egyptian airliner with the *Achille Lauro* hijackers

aboard. He also served as Commander in Chief, Atlantic Fleet. But he prefers to focus on the achievements of others and on the future.

"The dedication and personal commitment of our sailors, noncommissioned officers and young officers are truly remarkable," Kelso said. "What we need to do now is keep our momentum going and make our Navy even better. We should always work to continually improve."

Making the Navy better includes meeting the needs of sailors and their families.

"The Navy has an obligation to help where it can," Kelso said. "If we want our people to serve the Navy well and, at the same time, raise the great Americans of the future, we have to give them the time they need with their kids."

The admiral will have a hand in any improvements to Navy life as he serves as the 24th CNO. When he learned he'd been nominated for the position by President George Bush in February, Kelso said he was deeply

honored and looked forward to his new role.

"I look forward to the challenges which our changing times are sure to bring," he said. "I am mindful at this moment both of the superb leadership and direction provided by ADM Trost and his predecessors in this position, and of the extraordinary dedication, ability and performance of the Navy sailor."

With his focus on people, Kelso carries into this new job the excitement and satisfaction he's found in past jobs.

"As I look back, all my tours have been exciting," he said. "It is hard to single out any one period. What I really remember is the excitement of serving with so many superb people."

"The real excitement for me was in training and observing our people do well," he concluded. "Their smiles when they did well made my excitement." □

Barnette is editor of All Hands.

A sad farewell

Coral Sea decommissioned

Story and photos by JO1 Melissa Lefler

Aircraft carrier USS *Coral Sea* (CV 43) slipped into the company of vintage warships that will no longer steam forth under the U.S. flag as steadfastly as she had served. The venerable, still-imposing "Ageless Warrior" was decommissioned April 30 just five months shy of 43 years of service, not because she could no longer do the work, but because of funding cuts.

"This ship is going out a winner," *Coral Sea* Commanding Officer CAPT L. Edward Allen said in his decommissioning speech. "She is being decommissioned for budget considerations, not because she can't do her job."

When *Coral Sea* approached Norfolk Naval Base's pier 12 as she ended her final Med cruise Sept. 30, 1989, thou-

sands of sailors jammed the rails for a glimpse of their loved ones. If they had turned their heads, those sailors perched highest, in the superstructure, could have seen the Newport News shipyard just a few miles away where her keel was laid in 1944.

When she docked that rainy Saturday last September, the Ageless Warrior had steamed more than two million miles, or the equivalent of four round trips to the moon. Throughout those miles, encompassing 25 deployments, an estimated 70,000 men journeyed aboard her.

On April 30, about 600 *Coral Sea* alumni sat among the 3,000 spectators who watched, sadly, while Allen gave the order to relieve all watches and decommission the ship. The pennant and colors were lowered, and the remaining crewmen — a skeleton crew of a few hundred of her normal complement of about 3,000 — marched down her ladders for the last time. Their young faces, and those of the elderly former crew members in the audience, mirrored identical struggles to contain their emotions.

For *Coral Sea's* plankowners, the beginning of this chronicle is still as real and as easy to recall as its end.

Bob Laager, of Grand Forks, N.D., was on hand for *Coral Sea's* commissioning Oct. 1, 1947 — in fact, he remembers being one of the first of her sailors up and about that day.

"I was the ship's cook, and the bells rang to wake us up at 3:30 a.m.," Laager recollected. "I was 18 years old, and that was the most exciting day of my life up to that point. Today is a sad day."

Walter Wentzel of Lebanon, Pa., who served aboard *Coral Sea* from 1947 to 1950, was also a cook and plankowner. He, too, remembers well the ship's first day.

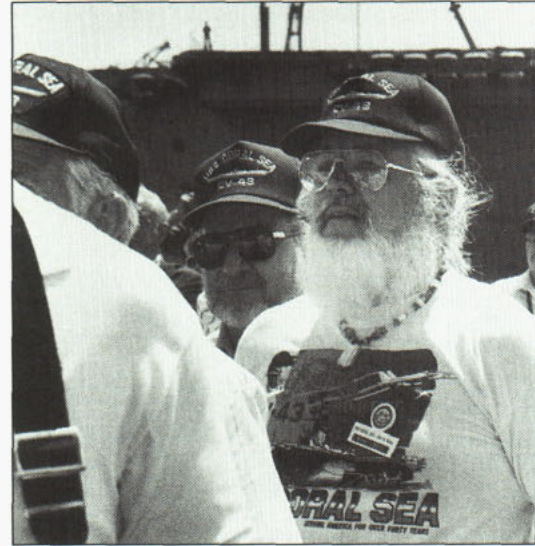
"The first thing I did that day was haul spuds aboard,"

USS *Coral Sea*, named for the battle that proved the usefulness of carriers, steamed more than two million miles, or the equivalent of four round trips to the moon.





Coral Sea's crew renders a final salute as her ensign is lowered. Below: This former crew member's T-shirt seems to express his feelings for him, as he watches the sailors leave the ship.



Wentzel said. "This [decommissioning] is breaking my heart."

"I can't believe I'll never see her sail again — it gives me the cold shivers," declared plankowner Joe Ciccone from Massachusetts, who retired from the Navy in 1966. "My two brothers also [served] aboard — they have since passed away."

"She can still hold her own with any of the newer ships," Ciccone continued, reiterating the viewpoints expressed by many of the 50 or so plankowners standing by for the decommissioning. One of them turned down a proffered tour of USS *Enterprise* (CVN 65) docked nearby, because it would "make the Ageless Warrior feel bad."

"There's too much history to this ship to scrap her," Ciccone said, adding that he hopes *Coral Sea* will remain intact, perhaps as a museum or a memorial.

Maintaining and running the aged carrier may have become expensive for the defense budget, but the United States has certainly gotten its money's worth from the Ageless Warrior over the past 43 years. Built at a cost of \$90 million, *Coral Sea* cost a tiny fraction — less than 3 per cent — of the Navy's newest carrier, USS *Abraham Lincoln* (CVN 72) which had a \$3.4 billion price tag.

When the Ageless Warrior was commissioned, Harry Truman was president of the United States, and Josef Stalin was the dictator of the Soviet Union. World War II was over; Gen. Douglas MacArthur was in Japan, the allied commander of the army of occupation; and Gen. Dwight D. Eisenhower, who would become U.S. president after Truman, was the Army's chief of staff, directing the demobilization of the wartime armed forces. The Berlin Wall had not yet divided Germany, and NATO had not been chartered. With the exception of NATO, the *Coral Sea* outlived them all.

Coral Sea's impressive saga began even before the ship did — with the World War II battle after which she was named. The Battle of the Coral Sea, fought May 7 and 8, 1942, ushered in the future for naval aviation and aircraft carriers, and saved Australia from Japanese invasion. It was the first sea battle fought by airplanes that had been launched from ships, Japanese and American, that never steamed within sight of each other.

The Battle of Coral Sea helped the public understand

that the Navy needed new aircraft carriers even more than it needed new conventional surface ships. Navy officials also saw this need, so initial blueprints for *Coral Sea*, designed as a battle cruiser, were amended. The keel was already laid, however, so *Coral Sea* had to keep her cruiser-shaped bottom.

The hull design, so different from the flat bottoms on most of the Navy's carriers, may explain *Coral Sea's* enduring reputation as the fastest-moving and most maneuverable carrier until the behemoth nuclear-powered flat-tops arrived on the scene.

Because she was first homeported on the East Coast, *Coral Sea* didn't participate in the Korean War, instead making seven deployments in the Mediterranean and North Atlantic.

In 1957, she sailed around Cape Horn on her way to a new home port on the West Coast, followed by a two-year overhaul at Bremerton, Wash., which gave her an angled carrier flight deck in addition to other updates. This important revision allowed the ship to launch and recover airplanes at the same time.

It was 20 years after the end of the war in which her namesake battle was fought that the Ageless Warrior finally tasted combat action. In January 1965, aircraft launched from squadrons deployed aboard *Coral Sea* bombed North Vietnam in the first U.S. air strikes against that country. Although slow to see battle after her commissioning, when the Ageless Warrior finally did become involved, that involvement lasted 10 years through six deployments, ending in 1975 when the carrier won the



Top: *Coral Sea* was decommissioned after nearly 43 years of service to her country. Right: Crew members leave the Ageless Warrior for the last time.



Armed Forces Expeditionary Medal for her part in the evacuation of South Vietnam.

During the Vietnam War, *Coral Sea* was homeported in San Francisco, where she remained until she returned to the East Coast. During her 18 years homeported in that city, a well-chronicled love affair with the "City by the Bay" transpired, and the Ageless Warrior collected another widely-known nickname: "San Francisco's Own."

This affectionate title joined two other almost-forgotten nicknames given to her by earlier crews — the first, "The Natural," for the "natural seven" sum of the "4" and the "3" in her hull number, and "Coral Maru."

In 1983, a world cruise brought *Coral Sea* back for good to the Tidewater, Va., area where her history began. In 1986, the almost-40-year-old carrier was finally a star, making international headlines when she, along with the carrier USS *America* (CV 66), made an air raid against Libya. Even more recently, in 1989, the Ageless Warrior

was in the news again, conducting contingency operations off the coast of Lebanon in response to the alleged murder of Marine Corps Lt.Col. William Higgins.

A book provides a certain kind of historical framework for a ship's career by telling of events. But the true character of a ship and her men is perhaps best told by a single incident in a sailor's life. The clear recollection of *Coral Sea*'s commissioning by Jim Atwood of Atlanta, Ga., hospital corpsman for the ship's first crew, provides this kind of perspective.

"I remember our CO said in his address that commissioning day that the tone is set in the first few months of the life of a ship," Atwood said. "He said that if you start out well, and discipline is tight, then that's how she'll stay."

Concluded Atwood, "I believe she has." □

Lefler is assigned to NIRA Det 4, Norfolk.

Navy quality of life

Joint Type Command Symposium

Story by Jan Kemp Brandon

Sailors and top Navy leaders from around the world gathered in San Diego for the 1990 Joint Type Command Quality Of Life Symposium, sponsored by the Commanders of Naval Air and Surface Force, Pacific, and Commander Naval Air Force, Atlantic. For four days in April, attendees discussed issues concerning Navy quality of life.

The symposium, addressed by Naval Military Personnel Command representatives and fleet and force master chiefs, focused on four areas of concern: afloat and ashore habitability, family services and overall personnel quality of life.

"Quality of life is an individual's

and Personal Excellence Department, in opening remarks at the conference.

One key topic discussed which affects Navy life was bachelor quarters and geographic bachelors.

CAPT Charles A. Cook, director of housing division, NMPC, led the discussion on acquisition and fund-

"The emphasis on quality of life is moving forward."

ing of bachelors quarters and what can be expected in the future.

The Navy is one of the largest hotel chains in the world, with an inventory in quarters and furnishings reaching into the \$8 billion range, and a typical annual budget of \$160 million.

"Our goal is, obviously, quality quarters," said Cook.

But quality quarters is not the only concern.

With a BQ space shortage of 79,000, according to a 1989 BQ survey, junior enlisted personnel are unable to acquire BQ housing and must fend for themselves on the economy.

"We've got a long way to go to solve this deficit problem," said Cook. "We don't have anybody sleeping in the streets [but] ... we are talking about sailors who are living in inadequate quarters."

Cook said he is used to berthing sailors three high and living 80 to a berthing compartment aboard ship and believes that a lot of Navy person-

nel have been used to living that way.

"And that's our challenge," he said, "to get away from this accepted overcrowding condition that we know exists at sea and we bring ashore."

According to RADM Hazard, during its 215 year history, the Navy has always put accomplishment of the mission first, while QOL factors have been pushed back.

"Over the last decade we still aggressively pursued the mission," she said, "but the emphasis on QOL is moving forward."

Also a concern for the 1990s is the condition and aging of BQs. There is a Navywide backlog of \$289 million in maintenance and repairs. There is also an increasing demand for BQ space from single sailors and geographic bachelors which adds to the already unavailable, affordable alternatives for our single sailors.

Geographic bachelors are seen as a symptom of such issues as lack of available, affordable family housing, spouse employment, family stability and costliness of moves.

Sailors blame the Navy for creating the geographic bachelor situation and expressed their concerns during a question and answer session.

One typical problem cited by a master chief is that a geographic bachelor may not be able to sell a home when ordered to a new duty station. Because this person can't support more than one mortgage, the choices are repossession by the bank or become a geographic bachelor.

Recommendations were made to look at the areas of housing geographic bachelors in BQs, adjusting



Photo by PH1 Bob Shanks

RADM Roberta L. Hazard

state of satisfaction with his or her working and living environment," said RADM Roberta L. Hazard, director of NMPC's Pride, Professionalism

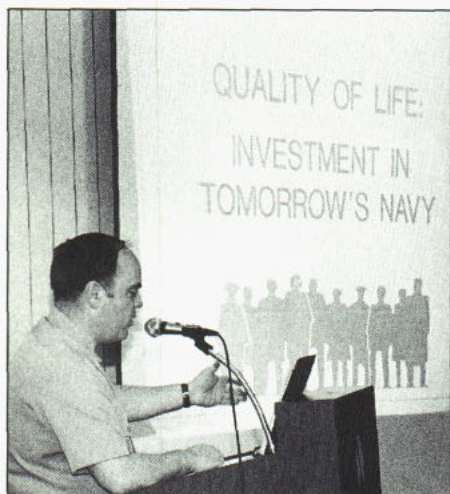


Photo by Jan Kemp Brandon

CAPT Dykeman speaks about future QOL Navy issues.

entitlements, increasing pay and relocation assistance.

Family housing is another top concern, because of escalating civilian housing costs in coastal areas, both stateside and overseas. Only modest increases in the basic allowance for quarters and unavailability of affordable, adequate family housing near bases add to the increased concern for housing.

Another area discussed at the symposium was military personnel compensation, touching on the quality of the work force.

"The Navy of the 21st century is going to be a high-tech Navy. And the work force we recruit now has to be looked at in terms of what we will need 20 years down the road," said CAPT Paul R. Dykeman, deputy director of Military Personnel Policy, NMPC.

In the recruiting world, the Navy is not only competing with the other services, but also private industry. So, to maintain quality sailors, the Navy is recruiting high school graduates and continually seeking higher quality individuals.

While rumors about upcoming force reductions have some sailors worried about their retention in the

"We don't want to force our people out, we want to protect them and keep them in."

Navy and separation pay issues, CAPT Dykeman stated, "The reductions in force that we are taking through FY91 are strictly through the accession [recruiting] base. This means the fleet sailor won't see the impact of this at all. We don't want to force our people out, we want to protect them and keep them in. Our strategy is good, and we don't plan to use separation pay.

"The bottom line is, that everything is tied to the dollar. If we have our way," continued Dykeman, "our strategy will make sure that Navy people are taken care of and won't have to worry about a lot of adverse actions."

Sexual harassment was also discussed at the symposium.

In a recent survey of 5,600 Navy women, 42 percent of female enlisted and 26 percent of female officers reported some form of sexual harassment.

"Sexual harassment ran the gamut from comments and whistles on the low end of the spectrum, to assault at the top end of the spectrum," said RADM Hazard.

Six percent of Navy women who have been harassed reported some form of assault or battery, according to Hazard. "That is not a record of which we can be proud," she said. Hazard went on to say that we need to fix this by changing our attitudes and by dealing harshly with individuals who refuse to adhere to Navy policy and regulations.

Child care was another important issue addressed.

Hazard noted in her opening remarks to the conference that morale and welfare issues are translating increasingly to child care concerns.

Also, she said that child care needs are not being driven exclusively by dual military couples or by single parents, but as a result of a changing society where more and more spouses work.

"It [the demand] is driven by the cost of living in high-cost coastal areas where we are concentrated," said Hazard, "and the fact that our sailors need to have their spouses working and, obviously, someone to take care of the child or children. That's the crux of it, and it's not going to go away. If anything, it is going to accelerate."

Carolee Callen, head of Navy Child Development Services, NMPC, an expert in her field, spoke at the conference on military child care.

"It's difficult to pick up a newspaper today without seeing something about child care and the need for employer-sponsored child care.

"In the past 10 years, there have been very significant changes in the Navy child care program," she continued. "Even though we were the first government organization to respond to child care needs of personnel, we are still behind the power curve as we try to meet the needs and keep up with the demand."

A contributing factor to the increased demand for child care is the changing composition of the Navy.

"In the last 15 years," Callen said, "the number of women in the Navy has increased to 59,500, along with an increase in the percentage of active duty married personnel — from 51 percent in 1980 to 58 percent in 1989. In addition, we have more than 11,000 dual military couples."

According to Callen, over the last decade military compensation has

not been able to keep up with the rising cost of living. "This, coupled with the fact that the Navy is generally located in high cost areas," she said, "requires families to have two incomes resulting in the need for increased child care capacity."

Navy leadership has taken the position that child care is a crucial need for our people and that it is in the interest of the Navy to fund child care to the limits of the law.

"We [the Navy] are not in the child-raising business. We are in the business of keeping peace throughout the world," said Master Chief Petty Officer of the Navy Duane R. Bushey. "I think we should provide some child care ... because of working hours being long, because of having to stand duty, because of having to move — you can't establish that support network that you would out in a civilian community. Therefore, I think that we need to help provide some child care. It's not [the Navy's] responsibility, but [it] will put some [child care] here to help you."

RADM Hazard agreed, saying that child care services are not a benefit or a right, but a service provided by the Navy.

Other issues covered included shipboard habitability issues ranging from faucets to berths, Navy exchange and commissary issues and finding quality exercise equipment for ships. Also discussed were concerns about equal opportunity, as well as increased numbers of pregnant service women and single parents and how they affect readiness. The future of Navy clubs and messes was also addressed.

Recommendations coming from the QOL symposium will be submitted to the Chief of Naval Personnel, Chief of Naval Operations and the Secretary of the Navy for consideration.

As the conference came to a close, MCPON Bushey talked about the



Photo by PH2 Kimberly Jo Parish

importance of the symposium.

"There wasn't anything new here, there wasn't anything shocking here to me that the fleet and force master chiefs haven't been passing up the chain of command for about a year," he said. "But I think the emphasis that gets put behind [these concerns] is good."

"To have RADM Hazard stand up there and tell them 'this is why it is happening [is important],' Bushey continued. "It's also important to have the master chief of the Navy stand up there and tell them, 'Here are some things that we are concerned about and here's why it is happening.' Sailors will do anything in the world for you as long as you keep them informed. So, I think that side of the conference is the most beneficial — not the complaints that come up, because we already have a pretty good handle on those and are already working them."

Hazard concluded, "Our glass is not half empty, it is half full. And we must use its contents — intelligently and with good will — to provide what is needed by our wonderful Navy members and their families." □

Brandon is a writer for All Hands.

Fleet and Force Master Chiefs, left to right, ABCM(AW) Ron Carter, NavAirLant, BMCM(SW) Calvin Rennels, NavSurfLant, SKCM(SS) Wayne Meyers, NavSubLant and MCPON Duane Bushey take questions from the audience.

MWR meeting

The Navy's Morale, Welfare and Recreation Conference was held in conjunction with the QOL Symposium in San Diego.

The three-day conference featured more than 50 educational programs on a variety of topics, including new Navy club initiatives, the impact of the recently-approved military child care legislation, commercial sponsorship, trash-to-cash programs (recycling for profit) and marketing MWR.

The theme for the conference, "Navigate the 90s," was also the basis for an open discussion among commanding officers and MWR directors on what to expect in the new decade. *All Hands* plans to provide more details about the MWR Conference in an upcoming issue. □

Refresher training

Sailors face the ultimate test in teamwork.

Story by JOCS(AW) Douglas P. Gorham, photos by PH1 David MacLean

Damage control is one of the most important elements of a ship's war-fighting capabilities. Refresher training tests the operational capabilities of an entire ship in a combat environment, including a check of a ship's damage control ability by conducting a variety of drills. These ultimately get all hands involved.

USS *Independence* (CV 62) recently underwent RefTra conducted by Fleet Training Group San Diego. For many sailors on board it was their first RefTra experience. In order to successfully complete RefTra, the ship had to pull together in a total team effort — from the most seasoned sailor to the ones that just reported aboard from boot camp.

Prior preparation and training are instrumental to a successful RefTra. The formation of an effective Damage Control Evaluation Training Team made up of a variety of leading chief petty officers, division officers and department heads, was one of the reasons why *Independence* did so well during RefTra.

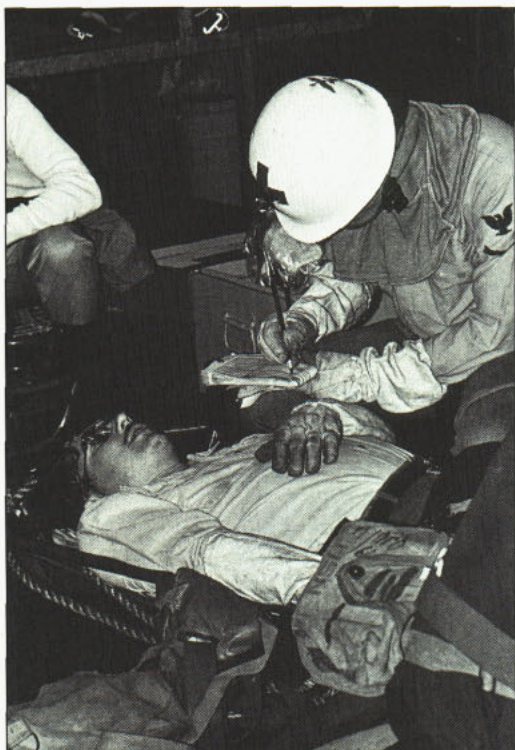
"We were able to pass down our knowledge and experience to the junior 'blue shirts' during the several general quarters drills conducted during the months prior to RefTra," said Master Chief Ship's Serviceman Joe Banzon, an *Independence* Dam-



age Control Evaluation Training Team member. "By the time RefTra inspectors arrived, DCETT had already instilled a level of confidence in the repair locker teams."

Repair lockers are compartments located throughout the ship that contain a wide range of damage con-

trol, firefighting and personnel protection equipment for use in emergencies. The sailors assigned must be familiar with the equipment, its use and the proper damage control procedures to follow in a wide variety of situations. Repair locker personnel may be dispatched as firefighting



Left: During RefTra, repair locker hose team members simulate combatting a fire. Top: A "casualty" is attended to by *Independence* medical personnel during a training exercise.

teams or repair parties.

Each repair locker on board *Independence* had at least three DCETT members assigned and many of these individuals had, in the past, actually been involved in real damage control situations. This, coupled with their book knowledge, gave them a great deal of credibility and enhanced their effectiveness.

During the first day of RefTra, the Fleet Training Group addressed each repair locker on safety precautions and their expectations as to what they were looking for when drills were called away. Enthusiasm, a positive attitude and a willingness to learn were paramount.

"I was a little nervous on the first day," said Lithographer 3rd Class Jonathan Thill, an investigator assigned to Repair 7A. His job is to determine the nature of a suspected problem —

fire, flood, etc. "However, as RefTra progressed, my confidence level increased and I began doing a better job."

The ship spent about five hours a day on average at general quarters during the two-week RefTra. That long at any evolution can cause fatigue to set in.

"It took a lot of concentration and motivation and I had to dig really deep to keep my attitude on a positive track," said Personnelman Seaman Phil Dudley, assigned to Repair 1A as a number one nozzleman. "I also tried to keep my shipmates positive and enthusiastic because I knew the time we were spending at general quarters and the knowledge and skills we were picking up would be invaluable in an actual emergency. I think that thought alone was enough to keep me going."

Communications and coordination between repair lockers and damage control central were heavily emphasized and evaluated by Fleet Training Group San Diego.

"Communication is important because it allows the lockers to inform damage control central what is going on in their area of responsibility," said Journalist 3rd Class Kevin McWilliams, a repair locker phone talker. "At the same time, each repair locker can monitor the reports from all other repair lockers. By monitoring these reports, each repair locker would be able to assume the duties of DCC in the event DCC became a battle casualty."

Divisional damage control petty officers also found RefTra to be challenging. Supervising the setting of specified damage control material conditions within divisional spaces and making required reports to DCC were emphasized, as were the proper maintenance of damage control compartment checkoff lists.

"I did a lot of work in the areas of compartment check-off list verifica-

tion, stenciling of divisional spaces and damage control fitting adjustments prior to RefTra," said Electronics Technician 2nd Class Daniel Palmen, training department's damage control petty officer. "This made RefTra less stressful and I was able to correct minor discrepancies that were pointed out to me on the spot."

Inter-repair locker competition was one way that *Independence* kept enthusiasm high during the RefTra period. Each day repair lockers were evaluated in a variety of different areas such as firefighting team performance, shoring, fire main isolation and pipe patching. These scores were tabulated at the end of the day and passed on to the crew.

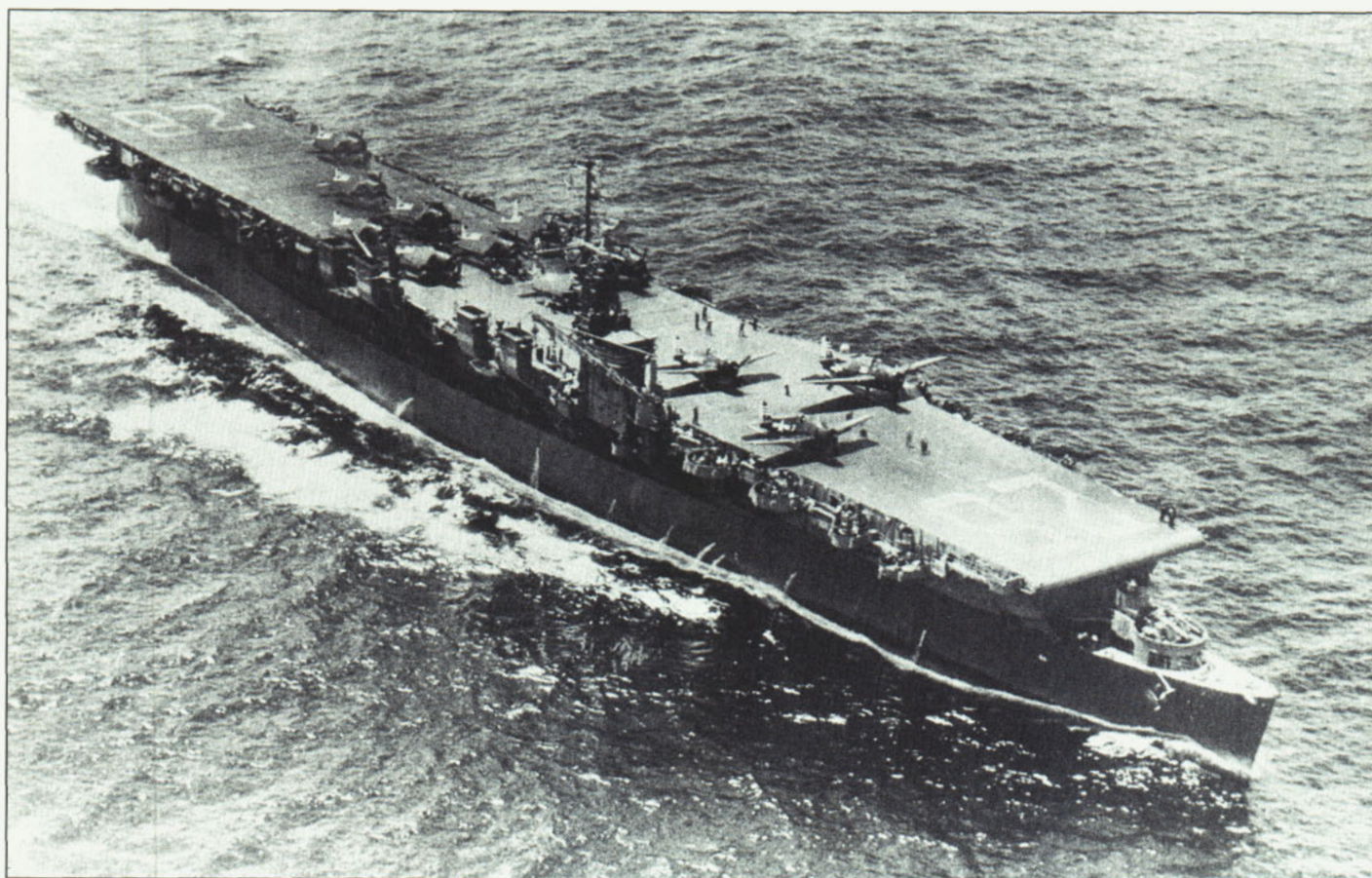
"The competitive spirit in each of us kept us going to the last minute of RefTra," said Chief Lithographer Luis Charles, locker training chief for repair 7A, the highest scoring locker during RefTra. "Everyone enjoys competition, and the fact that a 72-hour liberty pass was the top prize spurred our locker on to victory."

The final graded evolution occurred on the last day of RefTra with the massive conflagration drill. This drill tested the abilities of the repair lockers and crew to coordinate their efforts fast enough to prevent a big fire from getting out of control.

"The training we received prior to the drill enabled us to pass the final evolution," said LCDR Rich Thomas, the Damage Control Assistant on board *Independence*.

When it was all over, *Independence* repair lockers had compiled one of the highest cumulative scores ever given by Fleet Training Group San Diego. This score reflected the ship's emphasis on damage control training as well as all hands damage control involvement. □

Gorham is assigned to Public Affairs Office and MacLean assigned to the photolab, USS Independence (CV 62).



The *Cabot-Dedalo*

Museum on the Mississippi

Story and photos by JO1 Lee Bosco

The city of New Orleans draws tourists by the millions. The jazz clubs on Bourbon Street attract curious visitors all year long, peaking during the annual Mardi Gras celebration. And, it seems like every other year the National Football League and thousands of football fans descend on the Superdome for the biggest game of them all.

Those events, combined with music festivals and conventions, make New Orleans one of the most

popular vacation spots in the country. Some people might feel that there are too many attractions competing for the visitor's time in New Orleans to establish another one.

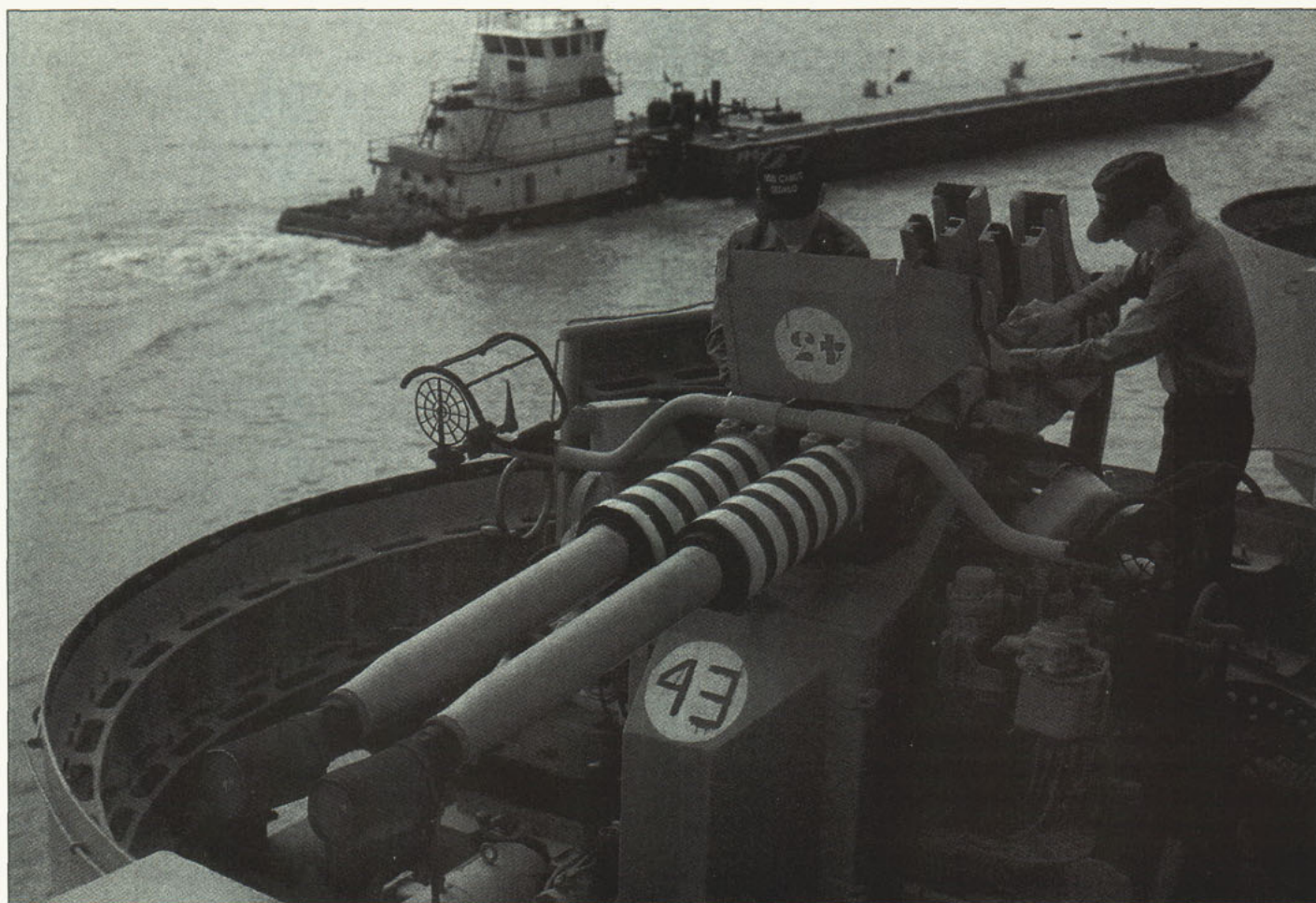
Rich Gale is not one of those people.

Gale is a man with a mission. He, along with a group of local businessmen, are working to bring a living Navy monument in the form of former USS *Cabot* to life on the banks of the Mississippi River. The project

has already taken a year of Gale's time and promises to take three more before completion. The task of resurrecting *Cabot* as an operating Navy museum and international memorial has been difficult.

"The hard part is over," said Gale. "Now comes the nearly impossible part."

The "hard part" explained Gale, sitting in the cramped confines of his stateroom aboard the World War II aircraft carrier, was just getting the



ship back to the United States. Following *Cabot's* 24-year U.S. naval service, the ship served as the *Dedalo* with the Spanish navy for 23 years. The *Cabot-Dedalo* foundation obtained the decommissioned ship from the Spanish government in the hope that it could be refurbished and become a permanent Navy presence on the Mississippi river.

"The land has already been donated for pier facilities on the West Bank," said Gale. "The area is really building up. Plans call for a restaurant and gift shop to be built on the pier in order to finance the upkeep of the ship. And a Mardi Gras theme park is also in the works to be situated down river. I hope the area will become a family entertainment center in New Orleans, with the *Cabot-Dedalo* being the main attraction."

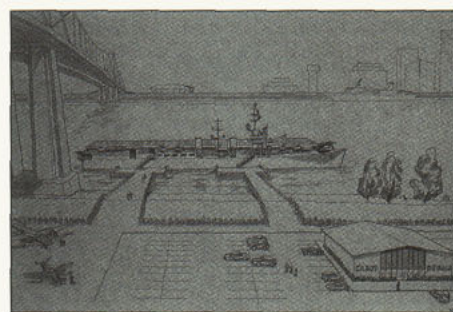
The "nearly impossible part" that Gale speaks of is the physical work of

repairing the ship so that it can be a showcase for both the U.S. Navy and demonstrate international cooperation between the United States and Spain. The ship is in dire need of repairs. Gale and his staff of 10 full-time "crewmen" work tirelessly to clean, paint and repair the ship.

"After all the years that this ship has been in service, and considering her age, you can imagine the shape it was in when we received it," he said. "We need volunteers to help with painting and cleaning.

"The people of New Orleans have been great, donating time and money. Many Navy reservists and active duty sailors have also come down and lent a hand," Gale said. "We really need more retired people who served aboard the ship for technical advice about things like the power plants and original painting designs.

"Remember, thousands of men



Preceding page: USS *Cabot* in her glory days. Top: Two Sea Cadets clean the gun mount. Above: Artist's drawing of completed museum site.

devoted part of their day, every day, to keep this ship clean and operating," Gale said. "We are trying to play catch-up with only 10 people. And only five of those live on board."

Gale's volunteer force of approximately 30 people features different faces each week. He said that the work has become a labor of love for



him because he's a retired submariner and loved Navy life. "But most of the people who volunteer from the local area have no Navy background — they may be plumbers or air conditioning repairmen who see this project as a unique challenge."

The ship is also used as a training platform for New Orleans' Sea Cadets. In return for hours of chipping, painting, grinding and sweeping, the cadets live aboard the ship for a week and learn more about real Navy life than they ever wanted to know.

Sea Cadet Andy Wilkinson says his experience aboard *Cabot-Dedalo* will stay in his mind for a long time.

"At first I thought, 'How are we gonna get all this work done?'" he said. "There's so much to do. But after staying aboard for a while I figured out that everybody has to do a little at a time. Then it'll all get done."

"I probably won't be aboard when it's finished and looks shiny and new," Wilkinson continued. "But I'll come back and visit, because I've worked hard here."

Gale sees the Sea Cadets as potential sailors and tries to prepare them for the day they might enter the fleet.

"The kids love it," he said. "They don't just work, they get Navy training in a realistic environment. They perform morning and evening colors and learn about the chain of command. There's a long list of all the ones who want to come back. Plus, they get to live aboard a real piece of American history."

Originally built as a light cruiser, USS *Cabot* (CVL 28) was refitted as an



aircraft carrier during her final stages of construction. Commissioned in 1943, *Cabot* had the rare combination of speed, agility and aircraft capability. She was immediately deployed to the Pacific and joined in World War II maritime battles. The ship saw no relief from battle until 1945, an endurance record.

"This ship had a reputation for being tough and dependable. She sur-

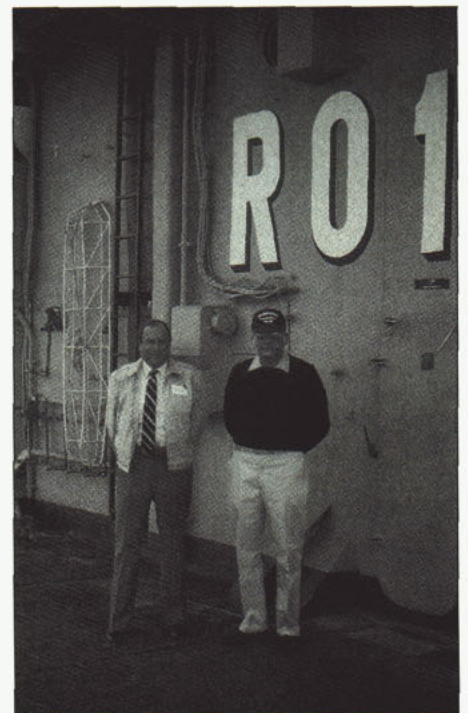
Top left: Artist's conception of completed ready room. Above: Sea Cadet Andy Wilkinson responds to "afternoon sweepers" on the aircraft elevator.

vived two separate kamikaze attacks," Gale told a tour group as he showed off the ship's flight deck.

Following her U.S. Navy service, *Cabot* joined the Spanish navy's fleet as *Dedalo* (R 01). She served as the



Top left: *Cabot-Dedalo* under repair in New Orleans. Bottom left: Volunteers perform all the cleanup work that will make the ship ready to be a Navy museum on the Mississippi. Below: Rich Gale (right) is the operations director of the *Cabot-Dedalo* and Tony Brocato is the executive director of the *Cabot-Dedalo* Museum Foundation.



fleet flagship and was also Spain's only helicopter carrier specializing in anti-submarine warfare and training.

Today the ship is at a temporary pier on the East Bank of the Mississippi and is open to visitors who are willing to overlook the disarray that accompanies a refurbishing job of this size. Some Navy-related groups have already begun to ask if they can hold reunions aboard the ship in late 1990.

"It would be great if we got the ship ready to host a few reunions this year," Gale said, "but we need more contributions of time and money if we are going to revive this ship."

The museum's future isn't guaran-

teed according to Gale.

"Nothing is carved in stone — we may fail and have no museum at all," he said. "That would be a shame, because this is a non-profit organization and people are involved in the project out of patriotism and a need for more family-oriented attractions in the New Orleans area.

"Both the U.S. and the Spanish navies support the project, but all funds must come as donations from the private sector," Gale continued. "People in the community support us and show it by volunteering their time. But money is tight and the idea might die halfway home."

Mark Twain wrote that life on the Mississippi was an adventure. Rich Gale and the supporters of the *Cabot-Dedalo* museum are in the middle of an adventure that, in the long run, may prove fruitless. Gale, however, feels strongly about seeing the project through to a successful conclusion.

"The challenge is to get this project done," Gale said. "There are a lot of determined people involved and if willpower has anything to do with it, you'll soon see a Navy monument on the Mississippi." □

Bosco is assistant editor of *All Hands*.



Navy at Mardi Gras

For some sailors, "partying" is part of the job.

Story by JO1 Chris Price, photos by JO1 Lee Bosco

Aviation Storekeeper 1st Class Wayne Truxillo arrives home some days each February to find his street blocked off, with 500 people standing outside of his apartment building. Truxillo, attached to the Naval Reserve Force Headquarters in New Orleans, is fortunate enough — or unfortunate — to reside on a Mardi Gras parade route.

"You've got to be real patient," said Truxillo, who was born and raised in New Orleans. "There's no sense in telling people not to walk on your lawn or park in your driveway. It works out though, since people are pretty courteous."

So Truxillo sits in his upstairs

window and watches for free a show he's seen many times before — one that others would give their right arms for.

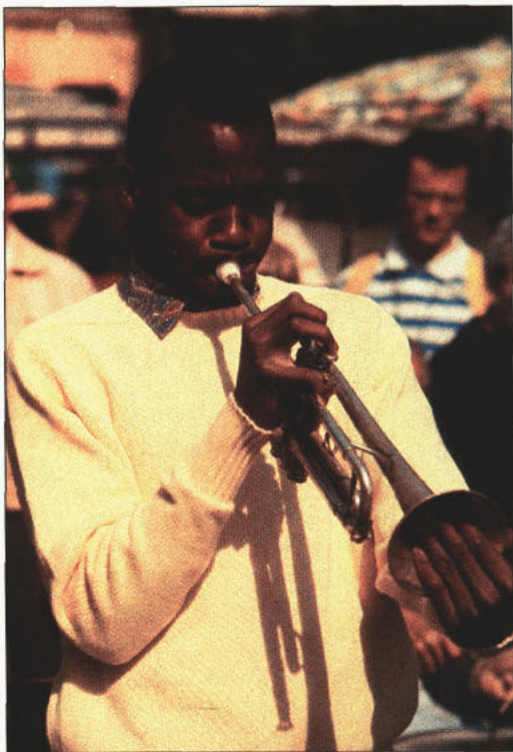
Mardi Gras parades draw huge crowds in New Orleans. Most parades are named after some mythological figure — Sinbad, Diana or Rex — their likenesses magnificently displayed in papier-mâché, wood and plaster on the lead float.

The floats that steal the show — and most of the street — are built on flatbed trailers approximately 60-120 feet long, pulled by a tractor and carry about 35 people. Some have features such as waterfalls and moving parts; all have sprinkler systems in case of

fire, and chemical toilets.

Each parade is sponsored by social clubs, known in New Orleans as "krewes." As many as 54 krewes sponsor parades starting two weeks prior to Mardi Gras and ending the night of "Fat Tuesday," the day before Ash Wednesday.

Although some people are born into krewes, having family members who've traditionally sat on floats as kings, queens and other royalty, a member of the general public who wants to ride on a float must be invited by the krewe and pay an annual fee ranging from \$500 to \$2,000. The dues cover tractor and drivers' fees and "throw items," such as beads and



trinkets for the entire parade. In addition, the krewes that invite Navy units to join their parades pay the travel and per diem expenses.

A portion of the funds also goes to purchase liability insurance in case riders fall off or are injured in a float collision. This year, one Hermes krewe member died following a fall from a float.

The high cost of waving your arm and tossing trinkets to strangers for three hours might be disappointing if other benefits weren't offered. A person who joins a krewe is also drawn into the krewe's elite social circle. Krewe members are also proud that his or her dues will be dispersed throughout the year to aid hospitals, foundations and other charities to which the krewes donate anonymously.

Some krewes annually invite celebrities to portray kings and queens. This year, actor Dennis Quaid was king for the Bacchus krewe. Quaid, famous for his roles in the movies "The Big Easy" and "Great Balls of Fire," rode the lead float and



played "boogie-woogie" piano music for the members-only black-tie party. Actor John Goodman of the "Roseanne" television sitcom was the king for "Endymion's" krewe, and a popular local surgeon was king for the krewe of Rex.

The krewes annually invite Navy and Junior Reserve Officer Training Corps units to participate in Mardi Gras parades. Apart from the Navy bands, NROTC and JROTC are usually the only units representing the Navy.

"You almost have to be a visual performing unit to be in a parade — having flags, bands and rifles," said Al Foucha, Public Affairs Officer at the Naval Support Activity. "I'm sure that

Navy entertains Mardi Gras crowds by throwing souvenirs (far left), marching (above) and performing at night (left).

if a group wanted to actively promote itself to the krewes, it would get invitations. It's a matter of the krewes not knowing that they exist." In the past the Presidential Guard Unit from Washington, D.C., has participated.

"Members of the Navy Band consider it an honor to receive a written invitation by the krewes to participate in a parade," said Musician 2nd Class George Zecher, who handles operations for Navy Band New Orleans, and answers the correspondence from many of the krewes.

This year, the Navy Steel Band New Orleans rode its version of "Old Iron Sides," built by band members themselves. The float was highly complimented by other out-of-town Navy bands.

A krewe invitation brought six members of Navy Band Memphis to New Orleans in a government assigned van.

"All of our [construction] material



Mardi Gras festivities included a variety of floats, street dancing, marching bands, NROTC cadets in formation and face painting.



came from disposal items," said CWO 4 Louis Berner Jr., Director, Navy Band Memphis. The band members had a lot of help from their local Public Works shop and Morale Welfare and Recreation Office in constructing the float.

Navy Band San Francisco built its float in New Orleans, because it didn't own one on the West Coast.

The band arrived in New Orleans by plane, carrying sketches drawn by Chief Musician Carl Wolf, leader of Showband West. They began building and painting a version of a San Francisco cable car — placing panels around a truck, designed to be disassembled in sections. They were still putting final touches on their float just prior to the second parade. The project was completed with help from Reserve Seabees on active-duty training, including one who was a master carpenter.

"It took us a total of 35 hours to



build that float," said Wolf, who accompanied the band to Mardi Gras. "Next year when we go down [to New Orleans] the Seabees assured me that it would only take three hours to put it back together again. But we'll have to get the same truck," Wolf said, "or we're in trouble!"

Navy Band Charleston also designed their idea on paper, and built it in New Orleans. It, too, had collapsible wooden panels, and took eight hours to complete with the work of their seven Dixieland band members and three Seabees.

"It had gray siding on it, with a blue sign that said 'Navy Band Charleston,' with an anchor," said MUI James Lamb. "There was no theme for the float — it was just transportation for the band."

Navy floats usually carry a maximum of 17 people. The band members aren't required to pay \$500 per person to participate, since the Navy

owns and operates its floats independently. The krewes provide beads, cups and trinkets to Navy Band members to toss to the crowds. Their Navy budget doesn't allocate for "throw items," and recruiting items cannot be used.

"Mardi Gras tradition does not allow it to be commercialized," said Chief Disbursing Clerk Tom Marshall, a native of New Orleans assigned to the Naval Air Station. In his off-duty time, Marshall assists krewes in selecting beads, cups and doubloons for Mardi Gras.

Sometimes sailors buy trinkets and beads with their personal funds. In fact, in the past, Navy members threw personalized doubloons, but according to Marshall, these doubloons have gone by the wayside. Each of the 54 Mardi Gras parades has its own theme, and traditionally, each krewe has had its own personalized cups and doubloons.

The krewe of Bacchus tossed doubloons bearing the likeness of actor Dennis Quaid. The "Zulu" parade, sponsored by the black community of New Orleans, handed out decorated coconuts. As many as 200 family-decorated 18-wheelers rolled in the "Truck Parade" tossing cups, hats, underwear, beads and bracelets to the crowds.

But if tourists scramble and shout to get a fistful of colorful beads, what do local residents of New Orleans collect? According to Truxillo who lives on the parade route — "nothing!" He said it with a grin; Truxillo has attended Mardi Gras parades since he was a boy and rarely collects "throw items" anymore.

Said Truxillo, "I have to borrow beads to send to friends in Philadelphia." □

Price is a writer assigned to All Hands. Bosco is assistant editor of All Hands.



Steel Band

Combine musicians, 55-gallon drums and what do you get? Dancing in the streets!

Story and photos by JO1 Chris Price

At an intersection on Saint Charles Avenue stand four Seabees beside a wooden replica of "Old Ironsides" on wheels — the Navy's contribution to a Mardi Gras parade, and one of 20 floats participating. The Seabees will walk alongside the vehicle to ensure its safe operation for the New Orleans-based sailors who'll ride the eight mile stretch — the 10-members of the U.S. Navy Steel Band.

On board the float, the band members surround themselves with bongos and shiny 55-gallon drums, which they'll use to produce the mellow sounds associated with the Caribbean.

A bullhorn sounds, and the street comes alive in a colorful procession. The crowd sways and shimmies to the rhythm of the beat blasting from the float's huge speakers. People in the crowd raise their arms to wave, whistle and applaud, shouting "Navy, Navy, Navy!" The Seabees struggle to keep back the revelers — many are blowing kisses and throwing trinkets to the sailors.

The chaos is dangerously exciting — pandemonium barely under control — but mostly, a show of solidarity from a city in love with its Navy — New Orleans, Louisiana!

"This area loves the military," said Master Chief Musician William Hocke, Assistant Director, U.S. Navy Band New Orleans. Hocke coordinates year-round bookings — includ-

ing Mardi Gras appearances for the Navy's Steel, Rock and Show Bands, plus three Navy bands from out of town.

While the unit leader, MU1 Art Brockmeier, is keeping the group physically and musically sharp, Hocke is mapping out the details for the Steel Band's next appearance from his combination office-rehearsal hall at the Naval Support Activity, New Orleans.

Most people don't realize the amount of effort it takes to put on a successful performance. Audiences don't see the band's work behind the scenes — the physical labor involved with moving equipment, long hours of daily practice, time on the road, living out of suitcases, and having leave requests put on the back-burner because of heavy performance schedules.

Navy musicians attend basic training upon enlisting, then six months of "A" school at the Navy's School of Music in Norfolk. The course introduces students to consistency in music style and marching and drill formation. The Navy doesn't provide musical training, however. Anyone desiring to be a Navy musician must be proficient in at least one instrument when he or she enlists.

"The primary mission of all Navy bands is to support the morale of the Navy community — to play for changes of command, retirement



Above: MU3 Bruce Smith plays an African "talking drum." Top right: Pan drum. Bottom right: Street dancing.

ceremonies, Navy birthday and Seabee balls," Hocke said. "Then, there's the recruiting effort as well."

Hocke emphasized the "one-Navy" concept. "Certainly, we're not qualified to run a sophisticated weapons system," he said, "but we do whatever we're told to do. We're all in the same Navy, no exceptions."

The Navy's Steel Band was formed during World War II, when ADM Dan Gallery, Commander of the Caribbean forces at San Juan, Puerto Rico, heard steel drum players on a visit to Trinidad. Impressed by what he heard, Gallery purchased a set of drums for \$120 for the Navy's use and the band



have between five to 32 notes on the face of each pan.

New members usually arrive having a background in percussion, xylophones, bongos or drums. Some have trombone, trumpet and tuba experience. The conga drum and bass guitar are also used in the steel band.

"I had no idea how to play a steel drum," said MU3 Gregory Boyd while fingering the ivories on a black piano, used by the members who reported to the band knowing keyboard. "When I saw the drums for the first time, they looked like oil barrels to me."

Boyd enlisted in the Navy five years ago as a cryptologic technician, but capitalized on his talents as a drummer by cross-rating to the musician field. He's been with the Steel Band for three years, and surprisingly, manages to always take his steel drums with him while on leave.

The band relies on civilian professionals to tune their steel drums. It takes special skills and is a time-consuming process.

"Each note is tuned by hammering and stretching the metal and getting the tone," said ENS Richard Osial, Director, Navy Band New Orleans. "You can pound the metal either from above or below to give you that note."

According to Osial, the life-expectancy of a drum is usually between five to 10 years. "Everytime you play it, you beat it and restretch the metal," he said. "Eventually, a piece of metal will lose its ability to stay in tune."

The Steel Band was on the road for 12 weeks in 1989, gave 106 performances and traveled from Massachusetts to California — all the while, sharing its unique blend of island music.

But how can a musician from the Midwest teach a musician from the West Coast to play music of the West Indies authentically? The band members feel that their music is not watered-down, but is just as rich and

fresh as the original island recordings. And judging by the reactions of their enthusiastic audiences, they're playing it just right.

"We have a growing library of music, due to a new influx of Caribbean and African music on the scene," said Boyd. "There's a lot more music to choose from."

"We keep the tradition alive from member to member," MUCM Hocke said. "We never want the Steel Band to lose its roots, so we still play a lot of calypso — some [selections] even from 30 years ago. We perform some vocals, and, on occasion, a pop song — but we never want to lose our calypso roots."

While most groups originating from the islands have 60-piece steel bands, Hocke is amazed at what his 10-13 members can do.

"The caliber of our musicians is excellent," he said. "The Steel Band recently released its 30th Anniversary record album."

"The band members love what they're doing," said ENS Osial. "It's the most unique type of musical organization in the military. The way to see how much they enjoy their music is by seeing them perform, and by the energy they show when they play."

In the city of New Orleans, the very presence of the Navy Steel Band causes an outbreak of dancing in the streets.

"Out in town, just the mention of the Steel Band gets positive feedback," said Boyd. "We'd probably get the same feedback if we were moved to another city other than New Orleans, because our sound is good, and people enjoy it."

According to another Steel Band musician, MU2 Robert "Chip" Armstrong, "We have a good time wherever we go. It makes all the traveling easier." □

Price is a writer assigned to All Hands.

was established. In 1972, the band relocated from San Juan to New Orleans.

The Navy's Steel Band plays primarily evening parades and inside engagements, because a steel drum goes out of tune in direct sunlight. Hocke says that few Navy musicians enlist with steel drum experience, but once assigned to the band are taught by other members from sheet music. After six months, a member will be fairly confident with the steel drum patterns.

The drums or "pans" are designed to give maximum quality of sound. All are made from 55-gallon barrels, and are cut to the desired sizes. The smaller sized drums produce a high pitch — the longer-bodied drum a deeper pitch. The pans are divided into five groups: the "pong," "seconds," cello, tenor bass and six barrel basses. Each group is approximately one octave lower than the other, and

Living in 'The Big Easy'

Duty in New Orleans

Story by JO1 Chris Price



Photo by JO1 Lee Bosco

Every weekend, thousands of sailors journey great distances to serve their country. To receive them, Naval Support Activity New Orleans and the nearby Naval Air Station open their gates.

They don't arrive from foreign ports, nor for liberty call. Instead, they are reservists, arriving in "The Big Easy" — a nickname popularized by a movie about Louisiana and widely used to denote New Orleans — to serve their weekend active duty training at the two largest military installations in the New Orleans area.

The Naval Support Activity and Naval Air Station host the "weekend warriors," plus personnel from all branches of the armed services and agencies of the federal government on a daily basis.

Both installations are unique to the Navy in that permanent-party personnel usually work from Tuesday through Sunday on various shifts in order to support the reservists who drill there. All major facilities on the bases are open — personnel support offices, disbursing, admin, supply and



Photo by PH2 Larry Smith

galley — on weekends. Most facilities are closed on Monday.

"We work Tuesday through Sunday — in that respect, we are unique," said LT Wanda Boraten, officer-in-charge of PSD. "When it's all over, we're in 'the city that care forgot' — and we go out and have a good time."

According to Buddy Stalls, a New Orleans historian and businessman, the phrase "the city that care forgot" is a relatively new term used by residents to describe the town's carefree attitude. As Stall puts it, "Let the good times roll."

Those reputed "good times" make New Orleans a sought-after location by many training and administration of reserve personnel in the Gulf Coast

DM2 Colleen Bouchard works at the drafting table at ComNavResFor headquarters.

area for annual training and permanent duty. The city, like any big city, has a mixture of good and bad areas. But once a visitor becomes acquainted with New Orleans' French and Spanish origins, tastes the gumbo and jambalaya and dances on the street, they usually want to return.

For more than 125 years, the Navy has called the west bank of the Mississippi River its home. The land where the Naval Support Activity stands was originally purchased for the Navy in 1849 and used for farming. But it wasn't until the early 1900s

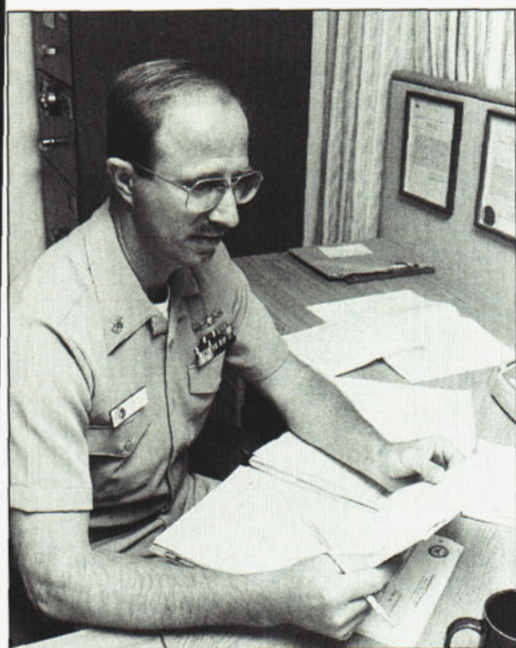


Photo by PH2 Larry Smith

The reserve headquarters is the workplace for nearly 2,000 Navy men and women.

the big commissaries," said Aviation Structural Mechanic 1st Class Orson Retherford of Corrosion Control, Patrol Squadron 94, located at the Naval Air Station.

"I like what I do — fixing engines and troubleshooting," said Aviation Machinist's Mate 2nd Class Shirley Gernhard, also at the squadron.

"And, I'm from Florida," she added, "so I'm close enough to drive to Pensacola Beach."

The city of New Orleans isn't a "Navy town" in the way that Norfolk and San Diego are. New Orleans' aura comes from riverboats, crawfish, assorted seafoods and alligators in swamps.

For recreation, personnel visit shops and restaurants in the French Quarter. The Quarter is famous for its night life and restaurants on Bourbon Street that serve traditional Cajun and Creole dishes. The open-all-night clubs feature jazz and Cajun music.



Photo by PH2 J.E. Fala

Camping is CTCs Boritzski's favorite off-duty recreation in the New Orleans area.

Senior Chief Cryptologic Technician Jerry Boritzski has been in New Orleans five years, and chooses not to visit the French Quarter.

A native of Detroit and an ordained minister, Boritzski prefers outdoor family-oriented activities, even when the summer temperatures get as high



Photo by JO1 Lee Bosco

Naval Air Reserves train in helicopters at NAS New Orleans.

as 95 degrees, and the humidity reaches nearly 100 percent.

"We've got a magnificent campground at the Naval Air Station," said Boritzski, who'll be retiring shortly and plans to remain in the New Orleans area. "Whenever my family visits us from out of town, that's the place to go."

"It's a party town, with quite a few things for people who don't," added Chief Master-at-Arms (AW) Billy Stroups, of the Physical Security Office at the Naval Air Station. Stroups' office provides personal security and protection for military and civilian dignitaries visiting New Orleans, and his duties are doubled during Mardi Gras.

"It's a good duty for people who enjoy the Gulf Coast area, and a good place to come and do something different," he said.

The town is considered a sportsman's paradise because the bayous provide excellent boating and fishing opportunities.

The Mardi Gras activities each February are what New Orleans is best known for, but the spring festivals, fireworks on the Mississippi on the Fourth of July, and courtyard home tours are also popular with local residents. Other events are the mid-summer celebrations, Mississippi riverboat cruises, city park festivals and the orange, pineapple and strawberry festivals.

Daily routines for sailors stationed in New Orleans, however, don't revolve around festivals. Life for enlisted personnel living in the bache-

that the Navy began to build upon it, establishing a U.S. Naval Station, and later changing its name to the U.S. Naval Repair Base. Today, as the Naval Support Activity, the station is the home of the Navy Band New Orleans, among other commands.

Some NSA personnel rely on the Mississippi River to get to the NSA East Bank commands 15 miles away. Shuttle-boats, which run every 15 minutes Monday through Friday from 6 a.m. to 6 p.m., get them to their jobs. They work at various units, for different services: Sealift Squadron 1, Naval Reserve and Naval Air Reserve Forces, Reserve Recruiting Command and Surface Reserve Force, along with the Marine Corps, Air Force and Army components located there.

The Naval Air Station is located 12 miles from the Support Activity. It was established in 1942 to meet the Navy's need for aviators in the early part of World War II. The base assumed the role as a training base for student aviators, and was the first in the country that was planned, built and functions as a joint service air reserve base. The installation hosts attack, patrol and tactical fighter units.

Personnel also commute to Commander Naval Reserve Force Headquarters located approximately 25 miles from the Naval Air Station.

"I like the small stations, but miss



Left: NSA shuttle boat provides transportation to and from work for many sailors. Below: LT Boraten and PNC Gordon work to support reservists at NAS New Orleans PSD.



Photo by PH2 Larry Smith

Photo by PH2 Larry Smith

lor enlisted quarters, for example, is not unlike most other Navy installations. According to Mess Management Specialist 1st Class Vito Lopez, leading petty officer at the Naval Air Station BEQ, the major complaint personnel have is that the local area lacks adequate public transportation.

"It does present a problem if you don't have transportation," said Lopez, who is serving a third tour in New Orleans. "A taxi can cost \$20 one way to the French Quarter. That's probably the only negative thing about being down here."

Lopez manages two barracks at the air station, permanent and transient, and schedules 800 to 1,000 reservists a month.

"I've had 400 people come in on one weekend," he said. "It's run just like a hotel. I absolutely love this," said Lopez of his job and of the New Orleans area.

Housing units on the Naval Air Station tend to be scarce. Only 206

units are available for enlisted personnel, with a wait of six to nine months. Officers wait one year for 10 available units. At the Naval Support Activity, there are 204 units for enlisted, 82 sub-standard units for married E-3 and below (only 75 percent of BAQ is subtracted), 26 units for O-4s and O-5s, 14 units for O-6s and four units for flag officers. The waiting list is six to nine months for enlisted personnel, and one year for officer housing. Off-base apartment rentals range from \$350 to \$500 a month; houses start at \$50,000.

Many personnel consider New Orleans the best tour of duty they've ever had.

"I'm from here, and sometimes I get tired of people from out-of-town putting down the city — saying it's dirty," said Aviation Storekeeper 1st Class Wayne Truxillo of Supply Avia-

tion Logistics Department, Navy Reserve Force Headquarters. "It's an excellent tour of duty for a single person. After work you can go to school, take piano lessons — anything you like."

"New Orleans is a good tour of duty for a regular active duty personnelman, yeoman or disbursing clerk," said Chief Personnelman Nancy Gordon, Personnel Support Detachment at the Naval Air Station. "We love challenges. We don't have ships that deploy — but we have squadrons that go out."

"I've been here a little over a year, and I love it," said Chief Yeoman John T. Schuler, coordinator of active duty training at the reserve headquarters. Schuler oversees a budget for reservists who request special projects and assignments apart from their two weeks annual training. His office often modifies orders for reservists on the road.

"Wherever I go, I look for the good," Schuler said. "I like photography, and New Orleans has a lot of nature [to photograph]. It's also a good place for children — it's fun and educational."

"Sure, New Orleans has some bad things," he said. "But if that's what you're looking for — that's what you'll find." □

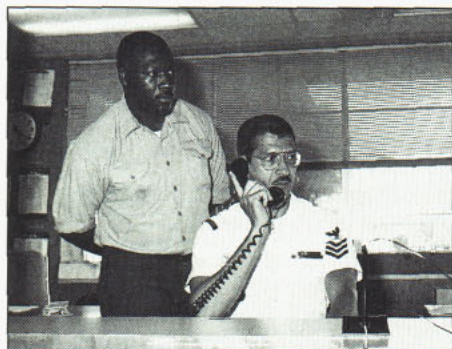


Photo by PH2 J.E. Faria

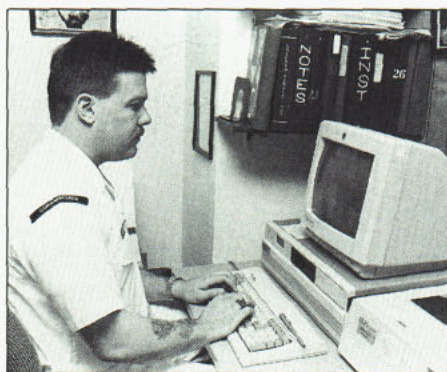


Photo by PH2 Larry Smith

Training reserves keeps sailors busy but New Orleans is famous as a liberty town.

Price is a writer assigned to All Hands.

Small boats on the big river

Special Boat Unit 22 trains for riverine combat operations.

Story and photos by JO1 Lee Bosco

"These boats were originally designed as 'throwaways.' Use 'em once, one mission — if they came back and they were able to go on another mission, that was gravy," said Chief Boatswain's Mate Joseph Roy, Special Boat Unit 22 in New Orleans.

The unit operates on the rivers and bayous in the New Orleans area. Its primary mission is to support special warfare by the insertion and extraction of personnel. But being a tenant command in the New Orleans area also means training reserves and the unit does plenty.

SBU 22 owns 11 river patrol boats, 11 mini armored troop carriers and two special utility crafts, all of which are capable of delivering men or equipment to "hot landing zones." These boats, flashing along Gulf Coast rivers at all hours, have become a routine sight to the captains of the barges and steamships that navigate these waters.

SBU 22 has deployed to "hot spots" all over the world to support naval special warfare tasks.

Riverine operations date back to the Civil War, according to Roy. "That may have been when they started that 'throwaway' talk," he said. "I rode these boats in Vietnam and they were tough and dependable. They still are."

Roy has been assigned to riverine operations for most of his 28-year career. He knows riverboats and the waterways around the Gulf Coast like he's lived on the Mississippi all his



life. In fact, because he's in the Selected Reserve program, he's spent the past 15 years at the same command so he *should* know the area well. His most valuable experience comes from operating special boats in Vietnam.

"This is a good area to run these boats and teach the young guys what they can and can't do in them," he said. "And it is the most realistic environment you could ask for."

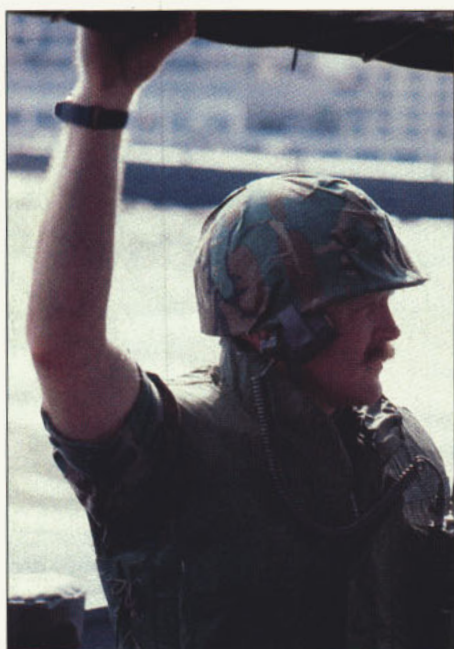
The new breed of SBU operators knows that training is the only way to become proficient on the boats. Engineman 1st Class Jeff Griffith says that the unit works to be ready to support special warfare in any riverine

SBU 22 provides a constant Navy presence on the Mississippi Gulf Coast waterways.

environment worldwide.

Griffith trains active duty and reserve members on both basic and advanced river boat operations. This means many hours spent in the classroom in addition to the "fun stuff" of actually running the boats on the Mississippi and surrounding waterways.

"During classroom training sessions we emphasize tactics," he said. "We teach how to patrol and spacing between the point boat and the others in the convoy. Anyone operating a



boat has to know each boat's capabilities and limitations. That information can't be delivered in a classroom environment."

Once on the river, the unit practices the tactics learned in the classroom.

"Movies may make people think that river operations are easy or unplanned, but everything the crew does is planned. That's the only sure way to get the crew acting together as a team," Griffith said. "Sure, we have to

be able to improvise and think on our feet, but that is best done if a sailor has a solid knowledge of the speed, turning and firepower capabilities of each type of craft that we operate."

BMC Roy is one of a handful of men still teaching riverine operations from experience gained on the rivers of Vietnam.

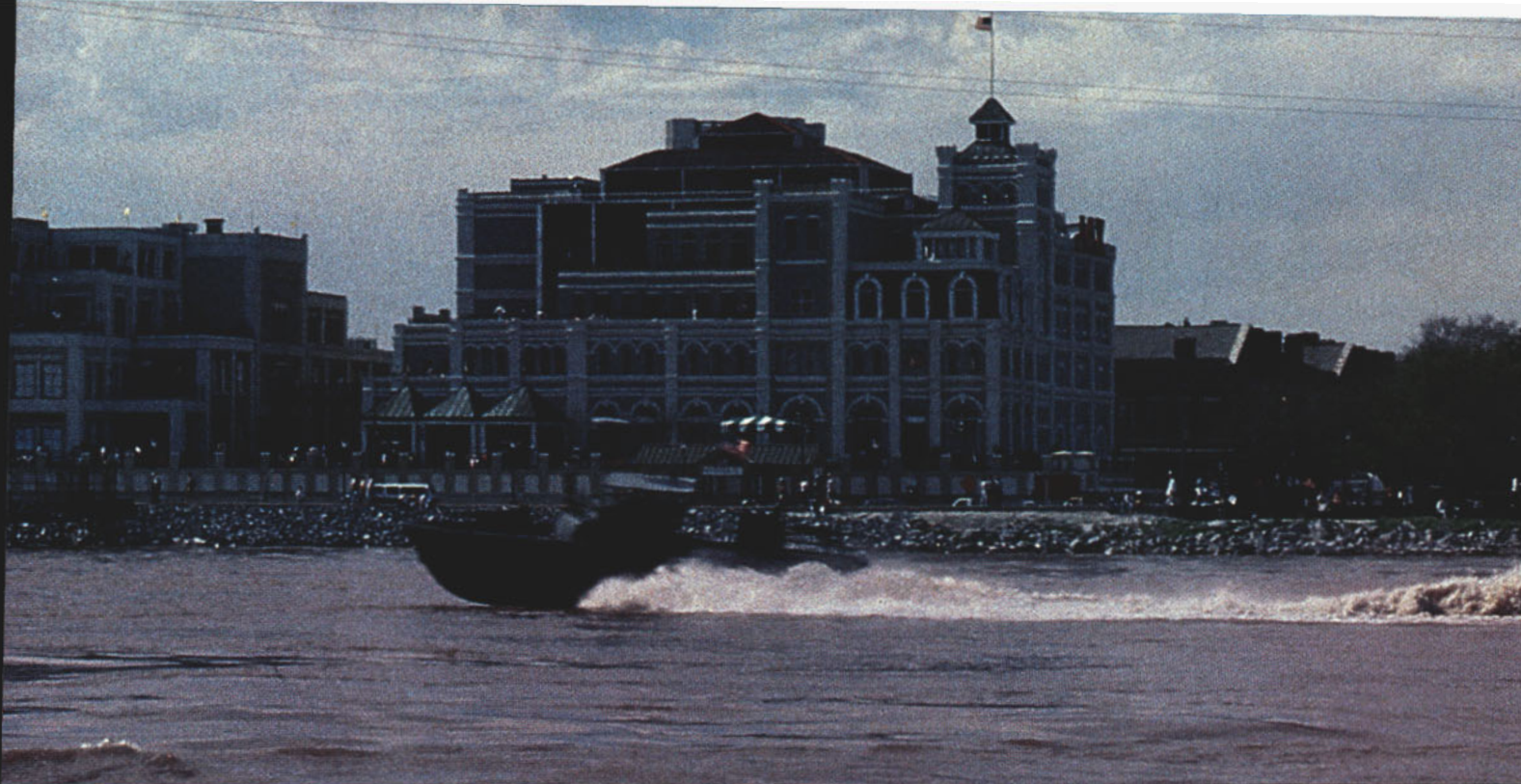
"The guys that run these boats are as capable as I've seen," he said of the younger men of the unit. "They'll do just fine during real-life operations

Above left: Reservists train in full battle gear to simulate riverine combat operations. Above: SBU 22 practices tactics learned in the classroom.

and would have done great in Vietnam."

The sea stories of men like Roy are really sage advice to the next generation of riverine warfare operators.

"The unit is lucky to still have experienced people who've delivered personnel and worked these boats



Above: The river patrol boats have become a common sight as they streak through the waters surrounding New Orleans. Left: Repair work is a constant need.



under real fire on a day-in, day-out basis," Griffith said. "Chief Roy is able to tell the people that we train how it really is in a way that someone who hasn't been there never could."

The rivers and bayous of the Gulf Coast area provide the unit with a realistic training site that closely resembles Vietnam, according to Roy.

"In the summer it gets pretty warm down here and it rains a lot, so that's pretty familiar," he said. "Now, we can't teach the actual feeling of com-

bat but, through training in a realistic setting, we can prepare the operators and tell them what to expect," he said. "The local area provides good cover for 'the enemy' and we train extensively with special warfare team operators so they know us and we know them."

Griffith agrees that the Special Boat Unit has to develop a close working relationship with SEAL team members if the unit is to be able to support them.

"They need to be able to trust us to get them into a dangerous area as safely as possible," he said, "and we need to know that, if need be, they can help defend the boat."

Special Boat Unit 22 is the only riverine warfare unit in the U.S. Atlantic Fleet and employs 217 sailors, of which 171 are drilling reservists.

The turnover of active and reserve personnel provides the unit with an unusual training problem.

"In order to maintain a standard way of doing things, the full-time members of the command have to be

on the same page when it comes to operating the boats," said Griffith. "That way the people we train don't get mixed signals from us. We are always checking up on ourselves to make sure that we're not confusing the trainees instead of teaching them."

SBU 22 is an extremely popular unit within the reserve community. Roy thinks that even though "brown-water" operations attract a lot of high quality sailors, the unit still needs publicity.

The sailors who operate these craft don't put to sea on regular deployments. Their's is a waiting game. They train to be ready when the call comes. They know that at a moment's notice they could be enroute to a far-off spot on a map to support special warfare. Odds are that when the time comes, Navy reservists will be with them.

And the odds are that, because the the reserve and active duty members of SBU 22 spend their careers training for that moment, they will work together as a team and the job will get done. □

Bosco is assistant editor of All Hands.

Journeys of faith

Chaplain's Soviet visit brings worlds together.

Story by JO1 Melissa Lefler

"These days, Jews do not appear to fear the men in black cars outside the synagogue ... as they did a few years ago. Despite glasnost, the [Soviet] system still requires [Jewish] citizens to carry internal passports ... marked with the word yevrei — Jew."

— Excerpt from the diary of Rabbi Robert Feinberg, Moscow, August 1989.

Glasnost or no glasnost, Rabbi Robert Feinberg kept a secret from his Russian friends during a month-long visit to Moscow.

While he was in the Soviet Union last September, Feinberg didn't tell anyone that he is not only a rabbi, but also a lieutenant in the U.S. Navy. He thought it wasn't appropriate — he feared that information might somehow dilute his religious mission there.

At the request of the World Union for Progressive Judaism, and with the blessing of the chaplain corps, Feinberg took 30 days leave last August to perform a *mitzvah* — a charitable act that Jews believe brings grace to the giver, along with benefits to the receiver.

Feinberg's *mitzvah* was to give a series of lectures in Russian, teaching such things as the proper observance of the Jewish High Holy Days to Muscovite Jews. At a conference of reformed Jewish rabbis in Philadelphia early last year, Feinberg unwittingly placed himself in the running for this unusual invitation.

"At the end of one of the seminars, they passed around a form asking if anyone could speak, read or write Russian fluently," Feinberg said. "I checked the 'yes' box next to all three — I figured they'd call me later to do some translating."



Photo by PH2 Dante DeAngelis

Chaplain Feinberg unrolls the Torah scrolls at the Commodore Levy Chapel, Norfolk Naval Base. His congregation sponsored a Soviet emigre couple that settled in the United States.

The call that actually came was infinitely more enticing, and was the first of two remarkable and surprising phone calls Feinberg would get before the year was over.

"To the best of my knowledge, I am the first reformed, American Jewish rabbi who speaks Russian to go to Moscow to lecture," said Feinberg, who graduated with a bachelor's degree in Russian from Yale University in 1975. Feinberg, who admits that his college major was "a little nonconformist," started studying Russian in 8th grade in the Bronx, New York, where he grew up.

When Feinberg returned to Norfolk from Moscow in September, he came back with more than the priceless memories of seeing Soviet President Mikhail Gorbachev's policy of *glasnost* spawn the tentative rebirth of the practice of Judaism where it had been almost obliterated.

He brought back more, too, than a few carefully-packed souvenirs in his wife's luggage. Feinberg's influence led Roman and Tanya Raykhman, who were members of his "Moscow congregation," to Norfolk. A Soviet Jewish couple in their late 20s, their struggle to remain religiously faithful in an oppressive society reflects the struggle of the Jewish people since before Moses.

After leaving the Soviet Union for Rome last October, the Raykhmans had wanted to wait for the chance to live in New York. But Roman and Tanya began to despair that they might be stranded in Italy for many months, with their lives and futures on hold. Meanwhile, the Hebrew Immigrant Aid Society, which originally sponsored them, looked for a place in the United States for them to go.

The couple decided to take destiny in their own hands. They remembered that they had been told Jewish immigrants could call a friend or relative in the United States to try to get an alternative sponsor.

"I was the friend they called," Feinberg said, remembering the Raykhman's phone call last December — the second of two totally surprising, life-altering phone calls in a year. "They remembered that I was a rabbi, and called to ask if they could come to Norfolk. I felt good that there was that sense of rapport between us. I knew what had to be done to bring them here."

Although the Raykhmans are among 40,000 Soviet Jews who resettled in the United States last year, they are Norfolk's first immigrants from that community. And they are certainly the first Soviet immigrants to be sponsored primarily by a congregation of Navy people, on a Navy base.

Of course, when Tanya and Roman asked if Feinberg's congregation could help them resettle, the Raykhmans never dreamed that their rabbi was also rabbi to the entire U.S. Naval Forces Atlantic Fleet, that his congregation is made up of sailors and their families, that his synagogue is on a Navy base, or that he often flies out by helicopter to hold services aboard ships that are under way.

They couldn't have imagined such a situation because in the Soviet Union, an atheist state, there are no military chaplains, no religious services for military people and no chapels aboard ships, or on military bases.

In 1988, the Raykhmans joined a list of almost 350,000 people, Jews and non-Jews, who had requested — and were still waiting for — official permission to leave the Soviet Union.

"To get quotas to be refugees, they had to wait in end-

Feinberg believes that Jews in his "Moscow congregation" no longer live with daily fear of being listed as subversives.

less lines in both the American Embassy and in Soviet government offices," Feinberg said. "The entire process took about a year."

Even for those who wait, a quota is not guaranteed. Feinberg added, "They were very lucky."

When Feinberg arrived in Moscow in September, the Raykhmans had just received word from the Soviet authorities that they would be allowed to emigrate. Naturally, knowing that they would leave the Soviet Union in just two months, having in mind an ultimate destination somewhere in the United States, the Raykhmans eagerly sought Feinberg's acquaintance after attending one of his lectures. They became friends. Feinberg remembers that he was touched and impressed with the young couple's determination to absorb, as quickly as they could, knowledge of how to practice their faith.

"They had this hunger in common with the several hundred Jewish men and women in Moscow who attended my lectures and our services," Feinberg said. "They had almost no Jewish education, no experience with the practice of Judaism, yet, in their hearts, they felt very Jewish."

Very recently, with the new policy of *glasnost*, a portion of the stigma associated with involvement in any religion has begun to fade, Feinberg observed. As of last fall, when Feinberg arrived in Moscow, the situation had improved greatly since Tanya and Roman's student days a few years ago.

While Tanya and Roman were in school, they were cautious and never worshipped publicly.

"We were students — we had to get our education, our diplomas," Tanya said. "If a student was going to a synagogue, someone could write to the director of the institute — they would want to know why you were there ... you can see how unpleasant it could be."

Feinberg believes that the practicing Jews in his "Moscow congregation" no longer live with the daily fear of being listed as possible subversives, or losing their hard-won places at the universities.

Feinberg himself felt no fear while on his lecture trip. All of his activities were conducted in the open and were all connected to the practice of his faith. His presence was not in any way sponsored by the Navy, but he was there by

Journeys of faith

invitation, under the sponsorship of an international religious organization and with official Soviet approval.

Yet, Feinberg emphasized, the Soviet Jews to whom he ministered are not all convinced that current liberalizations will be permanent. And he noticed many puzzling small restrictions that remain.

At the Moscow International Book Fair, Feinberg observed a large crowd clustered around the Israeli booth, flipping through and even standing for hours to read books about Israel and Judaism — books such as the hundreds lining Feinberg's office walls at the Norfolk Navy base — "Fear No Evil," "The Jews in America," and the Torah in Hebrew. At the Moscow book fair, the people could look at the books, but they weren't allowed to buy any, Feinberg said.

It is because of restrictions such as these, and uncertainty about the future, Feinberg explained, that dozens of young couples like the Raykhmans told him that despite *glasnost* and its undeniable improvements in self-expression and personal freedom, they must leave the Soviet Union if they are to live as Jews.

When the Raykhmans left Moscow for Vienna in October last year, with Israeli visas and permission to emigrate to either Israel or the United States, they were stripped of their Soviet citizenship. They were each allowed to take one suitcase of clothing and 100 rubles, or about \$130 American — and no jewelry, except their plain wedding bands. They did manage one special exception — they were allowed to bring their nine-month-old Siamese kitten, a gift that cost Tanya's mother several months' wages.

"It was really much easier to get the cat out than for us to get out," Tanya said, with a smile.

"There are not enough places in the United States or Israel," said Feinberg, "for every Soviet Jew who wants to leave the Soviet Union."

Until last year, he said, cosmopolitan cities like New York, Chicago and Los Angeles were favored by the immigrants and the aid societies. There are more jobs, more social services and an established Russian Jewish community to ease the transition.

"These places have become so overloaded, with such a backlog of people waiting, that smaller communities [like Norfolk] are beginning to be looked at," Feinberg said.

When the Raykhmans arrived Jan. 6 at Norfolk International Airport, they were greeted by the bright lights of TV news cameras, newspaper photographers' strobes flashing in their faces, and members of Feinberg's Navy congregation.

Feinberg and Roman Raykhman discuss problems of emigrating from the Soviet Union, and how that process was easier for the cat than for Roman and his wife.

Tanya recalled how she felt at that moment. "I kept my head down. I really felt shy — I couldn't look at anyone. I thought that we didn't deserve this attention."

Feinberg had pulled out all the stops to make the arrangements and get the necessary funding, calling on his wealth of connections in Norfolk's civilian Jewish community. Plus, just about his entire congregation from the Commodore Levy Chapel at the Norfolk Naval Base — about 150 people — had already volunteered to pave the way for the couple's complicated transition to American living.

The sailors at the naval station's chapel pitched in to help out with Feinberg's long checklist of help the Raykhman's needed, including arranging job interviews, getting Roman a driver's license and teaching Tanya to drive. Until they could afford a car, members of Feinberg's congregation drove the couple daily to look for an apartment, to pay their utility deposits, apply for Social Security numbers and to apply for Medicaid and food stamps.

One synagogue member and his wife helped the Raykhmans learn to use the phones, their stove, the air



Photo by JOI Melissa Leifer

"Our chapel is just ordinary Americans, and this experience made them raise their expectations of themselves."

conditioner and showed how to operate the small second-hand appliances given to them, such as their new blender, toaster oven and mixer.

A Navy officer and his family gave the couple a television set. He said that he thought the TV might help them with their English.

Roman and Tanya speak English quite well, although they still have some problems understanding American slang and being understood, especially on the telephone. Tanya studied English for four years at Moscow's language institute where she obtained what is roughly equivalent to a bachelor's degree in German with an English minor.

"I didn't have a chance to practice my English conversation," she said, "because I was just teaching small children." She paused, then added, "In Russia, it is still not so good [in a political sense] to know English too well."

Before the food stamps and the Medicaid were approved, both held up by a delay in getting their Social Security numbers, Roman, who had studied to be an automotive designer and engineer, found work in a tire store. Tanya almost immediately found two jobs, as an assistant manager at a restaurant at night and as a part-time children's gymnastics coach during the day.

But they couldn't open a checking account without Social Security numbers — finally, one bank made an exception.

The Raykhmans view such delays and bureaucratic difficulties calmly — these are nothing new for them. According to the Raykhmans, what Americans read about shortages, long lines and bureaucratic hold-ups in the Soviet Union is true, and the predicament perhaps is even more grave than Americans have heard.

Although *glasnost* has brought personal freedom to say what they think to an extent that she and her friends would not have believed several years ago, Tanya reports that it has not brought more prosperity. Shortages of food and clothing are worse throughout the Soviet Union, and what there is, is more expensive, she said.

A darker side results from the freedom to express one's opinions, Tanya said, during a speech April 22 at the Norfolk Naval Base's Holocaust remembrance. Old prejudices and hatreds — suppressed for decades and apparently

unchanged — have surfaced, too.

When a new dress or a pair of shoes costs eight months' wages, and country grocery stores have only three items for sale — bread, butter and matches — people begin to look for someone to blame, Tanya said in her Holocaust address. Jewish people in the Soviet Union are afraid that they will be the ones held responsible, she added.

In fact, such fears don't appear to be groundless. In March, American National Public Radio news reported that neo-Nazi groups in the Soviet Union point the fingers of blame for the current economic crisis at their favorite scapegoats — the Jews — and even threaten to burn them out of their houses, as in the Russian pogroms during the last century.

Feinberg has heard the rumblings too. "Many Jewish people in America and in the Soviet Union have qualms concerning an unsettling parallel between pre-World War II Germany and the Soviet Union today," he said. "There are many of the ingredients of the earlier Holocaust — the demise of a system of government, the fall of an economy, the search for new leadership, nationalist factions fighting amongst themselves."

While in Moscow, Feinberg heard the disturbing reports first-hand. One night he turned on his hotel television set to watch the Soviet equivalent of "Nightline" and was shocked to see a young man, in fatigues and jack boots, preaching a message of bigotry and hatred against Jews and other "foreigners."

Feinberg does not think that at this time, however, Jews in the Soviet Union are in overwhelming danger from these fringe factions. "And I'm really swimming against the stream on this one," he said, referring to the opinions of most other American rabbis active in the movement to bring Soviet Jews to America.

"I'm a realist — there is no practical way that more than two million Jews in the U.S.S.R. can leave," said Feinberg. "The best hope for those who must remain is that Gorbachev, *glasnost* and *perestroika* succeed."

For the Raykhmans, at least, Feinberg's trip to Moscow ended that terrifying uncertainty and directed them toward their new life.

Although the Raykhmans have no direct ties to the Navy, they continue to be escorted on base each week for services at the Commodore Levy chapel. They wouldn't go elsewhere, Roman said, because Chaplain Feinberg is their rabbi — their first rabbi. So completely have they been accepted into that congregation that at this year's Passover Seder celebration, held in the enlisted club on base, Roman and Tanya sat at places of honor during the meal and Roman led a part of the ceremony.

Passover commemorates the flight of the Jews out of Egypt to the promised land. This year, at the on-base Se-



Tanya Raykhman coaches a youngster in gymnastics at Norfolk's Jewish community center. She manages a restaurant full time in addition to coaching part time.

der, comparisons between that time, and the current influx of Jews to America from the Soviet Union were inevitable.

As close as they are to the Navy's Jewish community, the Raykhmans know that when Rabbi Feinberg transfers to Italy this summer, it will be time to loosen some of those ties and find a temple and a spiritual home in Norfolk's civilian community. They view the rabbi's leaving with sadness.

Feinberg, too, has mixed emotions about his transfer — emotionally he has invested much in his congregation here.

"I have the best of all worlds here," Feinberg said. "I'm a rabbi with a great congregation, I'm involved in programs with people of different faiths, and I have involvement with young, single adults. This is a very important time in their lives — they are really growing in their spiritual values.

"Although I'm a Navy chaplain, and I love this ministry, I'm first and foremost a reformed Jewish rabbi," he continued, "and the Navy has allowed me all the freedom I need to be that."

When he asked the Navy's permission to go to the Soviet Union, he said, "Nobody knew what I was supposed to do, what they were supposed to do, but the staff here worked overtime sending the messages. It makes me so proud to be in the Navy."

In Italy, Feinberg hopes, he will be in close touch with his "Moscow congregation," for he is personally deter-

mined to stay involved with the fate of Jews in the Soviet Union.

Feinberg explained the benefit to the Navy — how the Raykhmans brought his Navy congregation closer. This was the receiving side of his *mitzvah*.

"Our chapel is just ordinary Americans, and this experience [with the Raykhmans] made them raise their expectations of themselves," Feinberg said. "It forced them to deal with frustrations. Our people had to get in touch with their spiritual roots, in order to try to be spiritual role models for Roman and Tanya, who looked to us for everything."

Feinberg says his own lifelong dreams and expectations have more than been met in his ministry as a Navy chaplain.

"I never thought I'd form a congregation in the Soviet Union," he said, "or that any of them would follow me here."

"This promise made to our fathers holds true also for us: For not in one country alone, or in one age have evil men risen up against us. In every generation oppressors have attempted to destroy us. But praise be to God, He rescues us from their hands." — Passover Seder Prayer □

Lefler is assigned to NIRA Det. 4, Norfolk.

Team Spirit '90

Joint training exercise celebrates anniversary.

Story and photo by PH1 Ted Salois

The 7th Fleet training exercise, *Team Spirit*, recently celebrated its 15th anniversary in the Republic of Korea as Marines made a beach landing amid simulated resistance and naval gunfire support.

The pre-dawn firefights and explosions marked the beginning of one of the most well orchestrated and successful military exercises in the free world.

Since the first *Team Spirit*, held in 1976, the joint, combined effort has advanced at-sea and battlefield training and interoperability among the armed forces of the United States and Republic of Korea.

Training objectives were met during over-the-horizon war games with the USS *Carl Vinson* (CVN 70) battle group, beach landings from the USS *Peleliu* (LHA 5) amphibious ready group and battlefield clashes with fighting men of the 15th Marine Expeditionary Unit, 9th Marine Expeditionary Brigade and the Army's 7th Light Infantry Division.

As the Marine aggressors waged war on their foes in the field, they were supported and opposed by virtually every type of weapon, aircraft and artillery in the Marine Corps arsenal.

CH-53 and CH-46 helicopters delivered sea soldiers ashore while AH-1 *Cobras* provided air cover.

Once in the field, amphibious assault vehicles, tanks and light armor vehicles engaged while Marines and soldiers on foot fought with M-16 rifles and M-60 machine guns.



Marine engineers from Marine Wing Support Squadron 172 joined Seabees from Naval Mobile Construction Battalion 74 air detachment in a helicopter assault near Chilpo Beach.

The construction team built a helicopter and AV-8B *Harrier* landing pad in a small hilltop field.

"Normally the Seabees play a defensive role," said ENS Tom George of NMCB-74's air detachment.

"We wanted to get into a more offensive role and work side-by-side with the Marines," he continued. "We coordinated a tactical fly-in, unloaded the helicopters, dug into positions and were aggressed by a combined group of Marines and Seabees."

The constructionmen had already prepared the site with graders and bulldozers.

"Then we laid down the aluminum matting to make it safer for the landing aircraft and the surrounding area," George added.

A signalman guides a CH-53 *Sea Stallion* on to the amphibious assault ship USS *Peleliu*.

"*Team Spirit* is a rather extensive exercise," said Commodore Donald F. Santamaria, commander Amphibious Squadron 3. "Basically, it prepares both ourselves and our allies to work better together and increase our defensive preparedness. Overall, the basic concept of *Team Spirit* is alive and well."

And so are the Marines, sailors, airmen and soldiers who concentrated on safety as well as training.

"We wish to sweat very hard in peace time," said Marine Major Gen. H.C. Stackpole III, commanding general, 3rd Marine Expeditionary Force. "But we do not wish to bleed." □

Salois is assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.

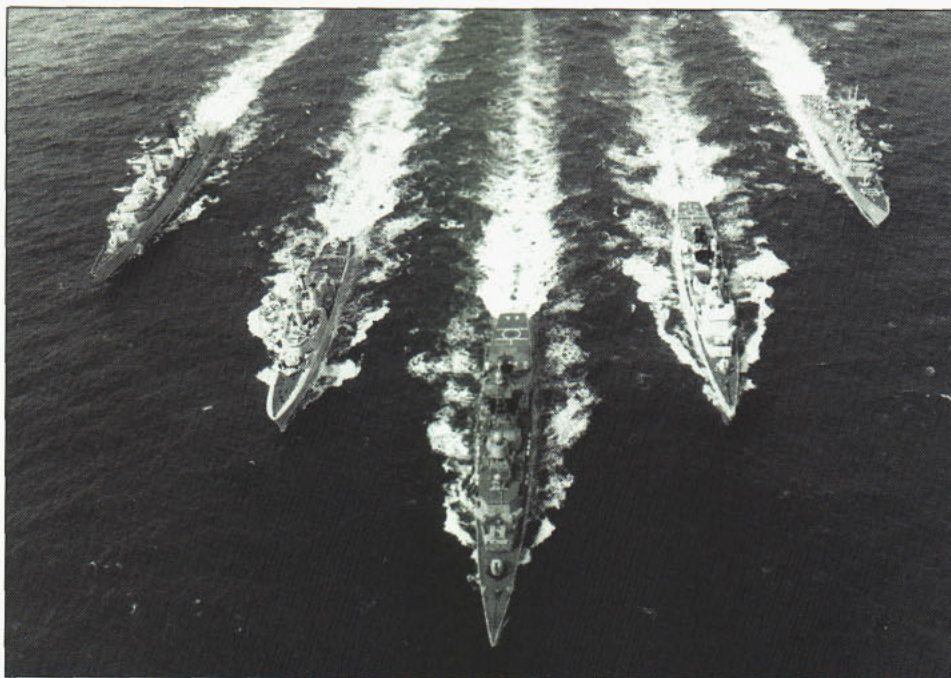


Photo courtesy of FGS Karlsruhe

Standing Naval Force Atlantic

International fleet on patrol for NATO for more than 20 years.

Story by JO1 Lee Bosco

For the past 22 years, a squadron of allied warships has been patrolling the Eastern and Western Atlantic Ocean as the North Atlantic Treaty Organization's immediate reaction force at sea. The Standing Naval Force Atlantic is made up of destroyers, frigates and other naval elements from Canada, Federal Republic of Germany, Netherlands, United States and United Kingdom on a continuous basis. These ships, along with occasional augmentation from other NATO allied navies, make up the world's only operational full-time international maritime squadron.

Command of the force is rotated

among the nations assigning ships. For the past year the Federal Republic of Germany has been in command with Rear Admiral Klaus-Dieter Laudien Commander StaNavForLant. Ships are rotated into the force for approximately 90 days at a time. Five StaNavForLant ships pulled into New Orleans for a liberty visit during Mardi Gras — the flagship FGS *Karlsruhe* (F 212), USS *Stark* (FFG 31), HMS *Cornwall* (F 99), HMCS *Margaree* (230), HNLMS *Callenburgh* (F 808).

"This year has been the most rewarding of my naval career," Laudien said during the recent port visit to

New Orleans. "This force is NATO. We have operated on both sides of the Atlantic and our performance has been impressive."

Laudien refers to numerous naval exercises that the force takes part in each year as proof that the force works well together. "Each of the exercises has its own location and a set of problems that comes with that location ... for instance, the fiords of Norway present a unique anti-submarine warfare training environment. But since our nations have worked together, these problems can be quickly evaluated and, hopefully, easily solved."

The irony of having a West German



Photo by PH1(AW) Michael D.P. Flynn

Preceding page: Allied warships patrol the Atlantic Ocean. Left: Two Canadian sailors at the control console. Below: Allied forces working together on the flight deck.



Photo by PH1(AW) Michael D.P. Flynn

in charge of the NATO force during the past year is not lost on Laudien. "The events in Eastern Europe of the last six months have been extremely encouraging, especially for us [West Germans]," Laudien said. "We received word that the Berlin Wall had been opened and it was a very joyous time, not only for Germans, but for the entire NATO alliance."

Did NATO have any role in the freedom process in Eastern Europe? "Of course," he said. "NATO's firm commitment to peace has been a long standing example to the rest of the world. That commitment surely plays a role in the peace process."

The geo-political shape of Europe may be changing due to the democratization of a number of Eastern-bloc countries. Some believe recent events in Eastern Europe will mean a smaller role for the NATO force, but Laudien disagrees. "I don't think there will be any changes for StaNavForLant," he said. "NATO will still be the strong alliance that it has always been and that means these ships will continue to train and operate."

The Standing Naval Force may have played a part in those world events by demonstrating the solidarity of the NATO alliance through numerous port visits throughout

Europe and the United States. "We are an object of curiosity to most people in the ports we visit," Laudien said. "But we hold open-ship days in most ports and in that way we try to educate people about the force and NATO in general."

The squadron is also a nucleus around which a more powerful and versatile force could be built.

"If, in the case of an emergency, there was a need for a large naval force to be deployed in the interests of the alliance, this force would be the core," he said. "Having operated together and gotten to know each other's capabilities means that force numbers are already trained to support each other. That would be a valuable advantage."

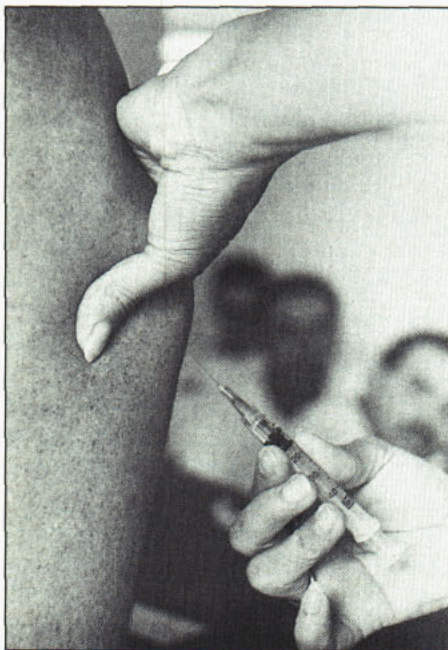
"The cross-deck program allows sailors from the force to visit the other ships to learn how other sailors do the same job," he continued. "The men enjoy the visits so much that there are long waiting lists of people hoping to participate."

Each spring, command of the force passes to a new nation, always under the overall command of NATO's Supreme Allied Commander, Atlantic. Commodore Michael Gretton of the United Kingdom assumed command from Laudien during a change-of-command ceremony in Wilhelms-haven, West Germany, in April.

The Standing Naval Force Atlantic then put to sea to continue to carry out its unique mission. □

Bosco is assistant editor of All Hands.

Give it your best shot



The dreaded shot — it causes a moment of pain, but (for some) hours of anxiety.

It only hurts a little.

Story and photos by JO1 Marc Boyd

Getting a shot — some people hate it, others are indifferent, nobody enjoys it. For some, a moment or two of pain causes hours of anxiety.

For students attending Hospital Corpsman "A" School at Naval Training Center, Great Lakes, Ill., it's no different. Students sit through hours of lectures and demonstrations on giving injections before actually administering shots — to each other!

"We're really concerned because we have to be the patient next," said Hospitalman Recruit Chris R. Zuniga, a student.

Seventy students pile into a classroom where they will be introduced to a new skill. In the 11 previous weeks, the students have learned about anatomy, physiology and pharmacology/toxicology. Now it's time to learn how to apply those concepts while administering medications through injections.

"The curriculum works together, from beginning to end," said HR Nestor B. Pecson. "We've learned how to give oral medications. We're doing the same thing here, only now we're using a syringe."

As students enter the lab, their unease becomes apparent. Nervous chatter begins to fill the ward as students break off into their separate laboratory groups.

The lab, overlooking Lake Michigan, is on the seventh floor of the Naval Hospital Great Lakes. The early morning sun burns through the thick, low-lying clouds rolling in from the lake. The tranquil scenery below does nothing to ease the students' tension. The instructors arrive while the students discuss the day's

events and help to ease each others' fears.

"Sometimes students will come up to you and say, 'I'm really scared,'" said LT Pete Peterson, an instructor. "A lot of the problems the students have come from their own nervousness or their own fear of needles. Some of the people are nervous because they haven't studied, or they don't have a grasp of the material."

Peterson said a few students have an inherent fear of needles.

"I find it interesting that they *are* able to overcome their fear," he said. "They want to be a corpsman so much they'll let somebody who's never given a shot before give them a shot."

"It gives the students a feel for what the patient is going through," the instructor continued. "It helps them understand what the patient is feeling, because they've also been the patient."

"If students continue to have problems, we sit them down and try to find out what they're scared about. Some students are afraid that they are going to hurt somebody," Peterson said. "We tell them to pay attention and we'll get them through it, step by step."

The instructors patiently help students overcome their fears and learn the basics of medical care.

"We may teach this lab week after week, but for students, this is their first time performing a new skill," Peterson explained.

The students go through hours of instruction before actually giving a shot. They learn the basic concepts of injections in both the classroom and laboratory.



HM instructor watches as a student administers his first injection.

"We teach them the proper steps that have to be followed, and we show them the areas of the syringe and needle that have to maintain sterility," Peterson said.

Students also learn to choose the correct needle size, calculate drug dosages and handle adverse reactions to medications.

"I'll try to find a student who's comfortable with the material, and after I go through all the medical checks and all the safety checks, I give that student a shot," said HMC Thomas H. Rauschenbach.

"I'll ask the class if there are any questions. Then I'll turn to the student and say, 'OK, it's your turn,'" Rauschenbach said with a smile, "because if he can inject his instructor, and do it properly, he shouldn't have any problem."

Dealing with students' pressures and fears is a daily occurrence. Most instructors at the school have their own way of putting the students at ease.

"One of my students was looking nervous. When I asked her if she was, she stammered and stuttered and said 'y-y-yes.' I told her, 'I can relieve that tension just like that,'" said Rauschenbach, snapping his fingers. "How?" the student asked. "You failed! Now go ahead and perform the procedures."

She looked at me for a moment, and then she started laughing. That was all she needed to relieve the pressure, and she went through the procedures just fine."

Sometimes it's just a matter of confidence, in both the patient and the student.

"If a patient asks me if I'm good at giving shots, I tell him, 'I'm the best. So just sit back and I'll be as careful with you as I possibly can,'" said HMC Marion E. Murphy. "It could be the first time you've ever given a shot or the 100th. It's all a matter of self-confidence. If you have that, your patients are going to take it a lot easier. It builds confidence in yourself, too. Because if you say you're the best, you have to live up to it."

"Most of the time I joke with the patient," HR Pecson said. "I'll say, 'You might feel a prick, but you're not going to feel a massive amount of pain.' I exaggerate to help him feel more at ease. If he knows how I feel — that I'm relaxed — then he should feel more relaxed, too. If he knows that I'm nervous, he will feel nervous, too."

There's another reason why these students may be nervous — AIDS. Acquired Immune Deficiency Syndrome is a very real threat to anyone in the health care profession. Stu-

dents receive hours of training on precautions in handling blood and needles. That training is reinforced in classrooms and laboratories and during every performance test.

"One thing we reinforce is that they never recap the needle," said Peterson. "It used to be routine that nurses would put the cap back on the needle after they gave the injection." Recapping a needle is dangerous because it's one more chance for a corpsman to be stuck with a needle. That's why students receive hours of training on safety procedures.

"I think ADM James V. Forrestal said it best," said Peterson. "During peacetime, corpsmen are still confronted with some of the worst enemies man has ever seen.' A lot of people don't realize that. That's a lot of responsibility for these young people."

Because their training encompasses so many areas, corpsmen have to be prepared to do their jobs before they get to the fleet.

"Students are well prepared when they leave here and I think commands out in the fleet are starting to pick up on that," Rauschenbach said confidently. "The students now have a better background and have more hands-on experience. They still have a lot to learn when they get to their next command. We can't teach them everything. We just cover the basics."

"We try to do everything that will help students become better at what they're doing," he continued. "When they leave here and go out to the fleet, whether it's out to a hospital, a ship or with the Marines, they can perform the skills they learned here and be confident in that skill." □

Boyd is a SITE instructor at Defense Information School, Fort Benjamin Harrison, Ind.

Moving overseas

COLA and OHA aren't foreign languages.

Story by JO1 Dennis Everette

You've received orders overseas and sat down to make your "to do" list. Calculating how the Cost Of Living Allowance and Overseas Housing Allowance will affect your lifestyle should be near the top of your list.

COLA is intended to equalize overseas service members' purchasing power with their counterparts stateside, if the overseas cost of living is more expensive. OHA supplements the cost of housing and utilities.

The dollar started a decline in the mid-1980s. Many overseas areas were put back on the COLA eligibility list after being off for many years, because purchasing power for service people declined in many foreign countries.

A review of all foreign exchange rates is conducted bimonthly to determine whether to adjust the COLA by the Department of Defense Per Diem, Travel and Transportation Allowance Committee.

"If a dramatic increase or decrease occurs suddenly," said Dennis Pike, chief, Economics and Statistics Branch of the committee, "an adjustment is made right away."

Personnel on the Direct Deposit System get any changes in allowance before personnel receiving checks do, because DDS accounts are computerized. Personnel pay accounts receiving checks are done manually.

Determining what the COLA should be is complex.

"We try to capture where people are spending their money," said Pike. "We can zero in on what shopping patterns are by surveying a small number of people. Those respondents tell us how much they use the exchange and

commissary versus the local market for various goods and services. For example, you may indicate [on the survey] that you buy 95 percent of your bread or clothing in the commissary and exchange and five percent on the local economy. We then do a market-basket survey — annually overseas and quarterly stateside — of the commissary, exchange and the local economy."

The COLA system is based on the "typical" sailor's expenses in an income group. To help determine what typical is, the committee uses research compiled by the Bureau of Labor Statistics. The bureau conducts an annual consumer expenditure survey, separated by occupation. One of the occupations is military.

The Per Diem, Travel and Transportation Committee uses this survey to see how much the typical stateside military person spends on COLA-type items and compares it to what sailors spend on the same items overseas.

Overseas Housing Allowance is determined by three factors: rent, utilities and moving costs. Statistically, rent accounts for about 80 percent of a person's housing costs, utilities account for 15 percent and moving expenses account for five percent.

"The rent is the major expense," said Pike. "That's captured in your master pay record by overseas disbursing offices."

Navy Finance Center, Cleveland, Ohio, reports updated information to the committee's data processing center in Monterey, Calif.

The utility allowance is based on an annual field survey. In the future,

utilities allowances may be established by a survey much like the state-side Variable Housing Allowance survey. Overseas personnel would return it directly to the committee.

The rental component is designed to cover the actual rents of 80 percent of the people with dependents. An allowance ceiling is set after rents are reviewed for a particular paygrade in a geographic area.

"Let's say, for example, we reviewed all of the E-6 rents in Rota, Spain," said Pike. "Then let's say there are 50 E-6s. What we're going to do is cover 40 of them. That's 80 percent. The 10 people with the highest rents will have to absorb part of their rent. For example, if the 40th person's rent is \$500, that becomes the rental ceiling for E-6s."

If the service member spends more than the ceiling, he pays the difference. People spending less than the rental ceiling get what they're paying.

For the utilities and the move in/move out components, the committee determines what the average expense is. The rate is set so that approximately half the people spend more than that, and half less.

Understanding COLA and OHA is just as important as many other items on your "to do" list. Since these two allowances may impact your budget, a disbursing office travel claims clerk can help you determine COLA and OHA rates at your new overseas duty station. □

Everette is a writer for All Hands.

Spotlight on Excellence

Counting pennies in Belgium

Story and photo by JO1 Melissa Lefler

Disbursing Clerk Seaman Jacquelyn Felske understands the value of a dollar — especially when that dollar really is a dollar. German deutsche marks, English pounds, Belgian francs, Italian lire and Norwegian kroner are no mystery to her, either.

Figuring up hundreds of travel claims accompanied by train, subway, taxi, hotel and restaurant bills in almost every kind and combination of European currency — and then converting those amounts to dollars — may sound like a disbursing clerk's nightmare of the hardest advance-

Felske's performance as an E-3 in an E-6 billet is even more noteworthy when you realize that she has been in the Navy just under two years, and SHAPE is her first permanent duty station.

It didn't take the 24-year-old from New Hartford, N.Y., long to start succeeding in the Navy. Her "A" school instructor handpicked her for orders to SHAPE because of her class standing — number one. That academic achievement is perhaps not surprising considering that Felske had earned a bachelor of science degree in business economics from the State University of New York in 1987.

Despite her business degree, Felske was drawn to the Navy's enlisted ranks for professional, on-the-job training and to add real work experience to her résumé. So far, she hasn't been disappointed.

"I've been really lucky that I got to come to Belgium, to this command, for my first duty station," she said. "And professionally I have been very lucky to have so much responsibility."

Felske's boss, LCDR Joyce MacMillan, the officer in charge of the Navy support staff at SHAPE, thinks that her unit is fortunate to have Felske.

"She has 250 customers, all over northern Europe, most of them very senior to her," MacMillan said of Felske. "Dealing with people about their pay can be a thankless job — they only call when there is a problem."

"Here, it takes a lot of work and research to straighten out the problems, because of the different currencies," MacMillan continued. "Despite this, she is always in a good mood, always pleasant with everyone."

When Felske isn't working, she volunteers Saturday with the "Dads Club," — a misnomer of sorts, because any adult can work with kids in the organization. The purpose of the club is to teach kids the value of money, one of Felske's favorite topics.

"It's a non-profit organization here on the post," Felske explained, adding that the club is open to children of all nationalities living at SHAPE. "Every couple of weekends we have a car wash. The kids get paid \$3 an hour. Then we take them to the exchange or the commissary and teach them how to count their change, and get good value for their money."

Getting good value for its money is what the Navy has been doing since it started to pay Felske to watch its dollars. □

Lefler is assigned to NIRA Det 4, Norfolk.



DKSN Jacquelyn Felske

ment exam question, but for Felske, it's everyday stuff. Felske is the Navy disbursing clerk assigned to the support staff of the Supreme Headquarters Allied Powers Europe in Mons, Belgium.

Besides taking care of paychecks for about 80 Navy people assigned to SHAPE, she also handles the pay and travel claims of about 170 U.S. sailors who are scattered around Northern Europe, on independent duty or at small commands.

For Felske, although the thrill of the chase lies in never losing track of how many pfennigs are in a penny, the reward comes from getting the right amount of money back where it belongs — in the sailor's pay.

Felske's aptitude for accurate accounting is not unappreciated by the people whose pay records she keeps in good order.

"She's a lot better at keeping my pay straight than most of the first class DKs who have been in charge of my record at other commands," said a SHAPE senior chief.

Bearings

Nimitz bodybuilder takes title in Emerald Cup competition

In the sports world of bodybuilding, a USS *Nimitz* (CVN 68) sailor is quickly establishing a name for himself in the Pacific Northwest.

Storekeeper 3rd Class Richard Whitley won a title in the Emerald Cup Bodybuilding Championship held in Seattle recently. Whitley won the middleweight division and nearly took the overall title of "Mr. Emerald Cup," missing only by a split-decision by the judges to place second. By taking second Whitley qualified for national competition.

"It was fun competing in the event and seeing how I compared to the other bodybuilders," Whitley said. "Someday I'd like to turn pro."

The five-foot, six-inch, 165-pounder worked out with no special coaching for several years. However, that changed last fall.

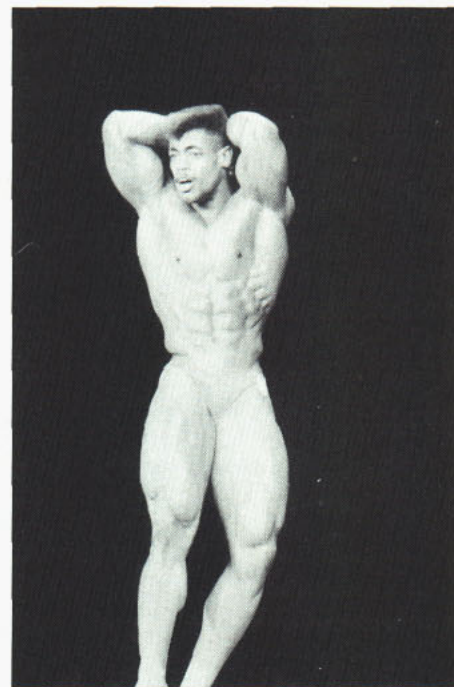
"I'd always wanted to get into organized competition," Whitley said.

"The guys I worked out with in the ship's gym helped me give this ambition some serious consideration when a friend introduced me to [my trainer Stu] Marks."

The advanced training paid off, and quite quickly. Two weeks later, Whitley entered the middleweight division at the "Mr. Seattle" competition and won both the middleweight and overall Mr. Seattle novice division.

"My wife keeps me going and helps me stay on my diet. Some days I didn't want to train, especially after a hard day of work, but she made sure that I kept it up," he said. "Serious training has its ups and downs, and it's hard to stay motivated sometimes. That's where my wife steps in." ■

—Story by JO2N Jeffrey A. McCarthy, Public Affairs Office, USS *Nimitz* (CVN 68).



U.S. Navy photo

Nimitz's Whitley, onstage during a competition, flexes for the judges.

USS Guadalcanal helo performs night rescue of fishermen

Coordination from a UH-1 *Huey* helicopter crew assigned to USS *Guadalcanal* (LPH 7) and "just plain luck" led to a successful nighttime rescue of three fishermen off the coast of Cape Henry, Va.

Marine Corps pilot Major J.R. Steele, Navy co-pilot LT R.M. Crowell and air crewman Aviation Structural Mechanic-Hydraulics 3rd Class Charles A. Ferrer were returning to Naval Air Station Norfolk's Chambers Field following a routine night training operation. However, they got a call asking for a search and rescue equipped helicopter.

When the *Huey* arrived on the scene, its crew found two other helos

already searching for the fishermen.

"The first thing we did was get everyone on the same frequency," Crowell said. "Then we set up the standard search pattern. The water was choppy and the wind was about 20 knots. I didn't know how we were going to find them, but we all knew we had to find them fast."

Coming off a turn, Steele spotted reflective tape from one of the fishermen's anti-exposure suits.

"We went into a hover about 20 feet above the water and dropped the hoist down to them," he said. "It was hard to hold the hover — the wind was gusting and, at night, you have few visual references to gauge your height

with. It was total crew coordination. The rescue involved a lot of luck, but the main factor in its success was the way that everyone worked together."

After the final man was hoisted into the helo, the aircraft headed toward Portsmouth's Naval Hospital to help relieve its occupants' suffering from hypothermia and weariness.

"It went just the way we practice it," Crowell said in summary. "There are no routine emergencies, but there are routines for emergencies, and we used them." ■

—Story by JO2 M.L. Montague, Public Affairs Office, USS *Guadalcanal* (LPH 7).

Bearings

Sasebo community relations and USS *Samuel Gompers*

When a ship's motto is "Service Supreme," it shouldn't surprise anyone that 80 USS *Samuel Gompers* (AD 37) crew members submitted special request chits to spend a day helping others in need.

The sailors spent a long day painting, fixing bicycles and playing with children at the Seibo-No-Kishi orphanage near Nagasaki, Japan. It was part of a community relations project arranged by Commander, Fleet Activities, Sasebo. The sailors' participation reflected the sincere concern for others that *Gompers* crew members demonstrated after the San Francisco Bay Area earthquake, which got them

nominated for the Department of Defense Humanitarian Service Medal.

"This kind of thing makes you feel really good," said Hull Technician 3rd Class Laurie Richard. "It's worth giving up the only day off I've had in two weeks to be here."

The mechanical skills of Machinist's Mate 2nd Class Michael Keller, MM3 Michael Bragg and Engineman 3rd Class Daniel Labonte were put to good use in repairing all but one orphanage bicycle.

"They have so little — just fixing their bikes makes them grin from ear to ear," Bragg said.

The entire *Gompers* crew is a volunteer-oriented group, according to her commanding officer, CAPT James F. Amerault.

"After the Bay area earthquake last October, our sailors did an amazing number of things to help," he said. "They ran boats, manned the control center, fixed ruptured gas lines, set up emergency shelters, supplied electricity and steam for other ships, gave away their own blankets and volunteered their scant off-duty time as Red Cross volunteers, just to name a few."

What motivates *Gompers* sailors? MM3 Bragg summed it up by saying simply, "What a good feeling." ■



—Story and photo by LCDR William Chrystal, Chaplain's Office, USS *Samuel Gompers* (AD 37).

The 80 *Samuel Gompers* crew members who worked at the Nagasaki-area orphanage with some of the children and staff members.

Kennedy's dental department fixes more than teeth

What happens when a fiberglass gear breaks, you have no more spares and vital electronic equipment is down indefinitely? Aboard USS *John F. Kennedy* (CV 67) they call dental!

During *FleetEx 1-90*, a gear in the electronic warfare direction-finding antenna wore out on *Kennedy* and Chief Electronics Warfare Technician Mark W. Karrick, an EW observer for Commander Naval Air Forces Atlantic, suggested that they try the dental department.

EW2 Frank E. Fisher, the EW watch supervisor and technician for the DF antenna, recalled that there had been problems with this particular gear in

the past. "We ran out of useable gears," Fisher said, and "that's when Chief Karrick came up with the idea of using dental. Right now, dental is the 'Most Valuable Player' of the EW module."

"Dental regularly gives a helping hand when asked," said Chief Dental Technician Patrick L. Pellett, "but this was the first time dental repaired something for the EW Module."

Some of the teeth from the gear were stripped, making it unuseable. Pellett said he used a denture acrylic, normally used in making and repairing dentures, to solve the problem. He simply made a mold of the gear and

used that to replace the broken teeth.

"If it hadn't been for his efforts," said EWCS Richard C. Sparkes, leading chief of OK division, "we would still be waiting to play the ball game."

Sparkes summed up the crew's attitude as "can do."

"You have dental people repairing electronic equipment by fixing gears," Sparkes explained. "If it wasn't for this ship's ability to say 'I can do the job, regardless of what the circumstances are,' we wouldn't be where we are today." ■

—Story by JO2 Ed Buczek, Public Affairs Office, USS *John F. Kennedy* (CV 67).

Bearings

Navy wife supports recruiting by decorating window

Machinist's Mate 1st Class Richard D. Barton was busy at work late last year in the Pocatello Mall Recruiting Station in Pocatello, Idaho, so his 10-year-old daughter Hannah and wife Deborah waited outside near the station's window display. While there, his wife noticed hardly anyone looked at the four-foot by six-foot window display, or if they did, it sure didn't encourage anyone to venture inside.

"The window had some posters, but it wasn't very eye-catching," Deborah said. "I thought it didn't tell much about the Navy or its lifestyle."

And she has knowledge of Navy life. Richard and Deborah celebrated their first wedding anniversary over the phone while he was at boot camp. Since that time she has provided constant support for her husband and his shipmates by organizing "welcome home" parties after deployments and serving as command ombudsman. Volunteering to redecorate the Navy's window seemed only natural to her.

"I've always felt I've helped my husband's career," she said. "Here in Pocatello his job is informing young men and women about the opportu-

nities the Navy has to offer. When I saw the window, and how people reacted to it, I just had to redecorate it."

Items from a large sea chest at home overflowing with family memorabilia from around the world were added to the display of a Navy "crackerjack" uniform and recruiting posters given to Richard 17 years ago by his recruiter.

"Many people have misconceptions about the Navy," Deborah said. "They don't realize the potential there is for travel, not just for those in the Navy, but their families too. I chose to decorate the window to show people that the entire family benefits from the Navy."

Richard believes Deborah's window dressing has made a difference in his recruiting efforts.

"Our window does seem to get people's attention better," he said. "I've even had people come in and ask questions about things in the window. Things picked up from around the world are interesting to people who have never traveled."

Deborah says dressing up the window benefits her husband, the other recruiters and the town.

"This window can get the attention of people who are walking through the mall and perhaps catch their interest enough to get them to come inside and ask questions. There really aren't too many jobs for kids unless their parents can afford to send them to college. There really isn't much chance for them to learn skills required to get a decent job. The Navy is the smart way to get training and experience." ■

—Story by JO1 Diane Jacobs, Public Affairs Office, Navy Recruiting District Portland, Ore.



Photo by Jean Kokos

Bearings

Father and son carry-on more than just a name

In the "days of old" it was quite common for a trade to be passed on from generation to generation: If the father was a sailor or a swordmaker, the odds were that his son would follow in the same trade. Things have changed through the ages, but on the aircraft carrier USS *John F. Kennedy* (CV 67) this medieval standard can still be found in the Peterman family.

Master Chief Aviation Ordnance-man (AW) Robert L. Peterman Sr. and his son AO3 (AW) Robert Peterman Jr. are a modern-day father-son team working together in the Navy, on the same ship and in the same rating.

Robert Sr., leading chief for the ship's weapons department, is a seasoned Navy veteran having served on six carriers in his 25 years in the Navy.

The junior Peterman is attached to Fighter Squadron 14 "Top Hatters" Ordnance Shop, which is part of *Kennedy's* deployed air wing and homebased at Naval Air Station Oceana, Va.

Although both father and son work on the same ship, Robert Sr. said they

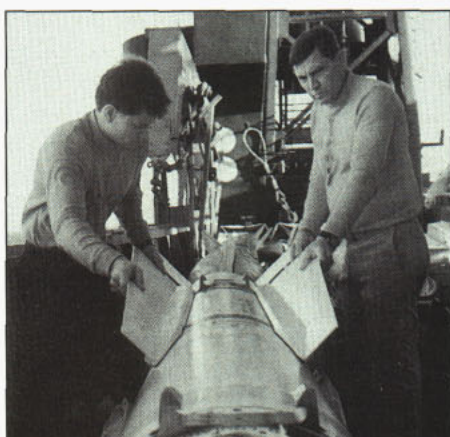


Photo by PH2 Andrew Neerdales

Father and son team up to inspect the *Phoenix* missile that will soon be loaded onto an F-14 *Tomcat*.

really don't get a chance to see each other often because he works days and his son works nights. Occasionally though, they'll meet each other in a passageway or exchange phone calls to hear how the other is doing.

Both Petermans agree that serving in the same rating and on the same ship hasn't changed their relationship, and may have actually strength-

ened their family bond.

"We never had any major problems," Robert Sr. explained, "just typical teenager stuff. If anything, I think we're probably a little bit closer now. It's a good feeling to go overseas and have a part of your family with you."

For Robert Jr., being in the Navy has given him a better understanding of his father and life at sea.

"Before I came into the Navy," the younger Peterman said, "there were times I really didn't know where he was coming from, but now I deal with the same things and understand what he's talking about."

For *Kennedy*, and these two modern-day sailor-swordmakers aboard her, it appears that tradition from the "days of old" is still being upheld within the Navy and within the Peterman family. ■

—Story by JO3 Alan D. Day, Public Affairs Office, USS *John F. Kennedy* (CV 67).

Seabees provide disaster relief with Operation *Atlas Rail*

Late last January, floods in south central Tunisia, Africa, damaged vital railway transportation, seriously threatening the local economy, especially their essential phosphate export industry. Enter the Seabees and Operation *Atlas Rail*.

"The ready-to-deploy-anywhere-anytime" Seabees of Naval Mobile Construction Battalion 3, Construction Air Detail, mounted out 90 men and more than 50 pieces of equipment and material to help in much-needed disaster recovery operations.

Airlift support for the Seabees was

provided by Naval Station Rota, Spain, C-130 *Hercules* aircraft from Fleet Logistic Support Squadron 22, while sealift support came by way of the dock landing ship USS *Portland* (LSD 37), deployed with 6th Fleet.

When the first NMCB-3 Seabees arrived, they were greeted by enthusiastic local people, mostly children.

Operation *Atlas Rail* restored approximately 200 miles of railway to full use. The Seabees also installed 30 drainage culverts under the newly repaired railbed and built numerous retaining walls to prevent the banks

from eroding during the next storm.

According to the U.S. ambassador, Tunisian authorities "were full of praise for the spirit of cooperation exhibited towards their Tunisian army counterparts and they noted that the Tunisian people would not soon forget the help received from their American friends in an hour of need." ■

—Story provided by NMCB-3 Public Affairs staff.

News Bights

Despite waterfront scuttlebutt they may have heard, sailors can expect to move on time during this fiscal year. Funding is available, so Navy members should not be delayed in meeting projected rotation date windows or prevented from attending technical training, according to RADM R.J. Zlatoper, who is in charge of all detailers at Naval Military Personnel Command.

"We have the funds," Zlatoper said. "FY90 looks good. In fact, we have just received an increase in allocation of \$8 million for permanent change of station moves to carry us through this year."

He added that people need to understand that an individual sailor's PRD is a five-month window, not a specific month. Not moving a sailor during his "PRD month" doesn't mean the Navy is out of money.

* * *

Photographers and journalists will travel to Navy facilities around the world this fall to try to capture a typical day in the Navy.

Retired ADM William J. Crowe Jr., former Chairman of the Joint Chiefs of Staff, suggested to Collins Publishers that the Navy would be an excellent subject for their series of "a day in the life" coffee-table books. The publisher agreed with the idea and plans on a new book to show a global cross section of Navy life and people in a single 24-hour period. At least 100 civilian and military photographers will be assigned to the project.

Shooting is tentatively set for Oct. 12, the day before the Navy's 215th birthday.

Specific shooting assignments for the book will be tasked by the Chief of Information, based on ideas submitted by individual commands around the world.

For information about the "Day in the Life of the U.S. Navy" project, write Director News Photo Division, CHINFO, Room 2D338, Washington, D.C. 20350, or call Russ Egnor at (202) 697-6944, Autovon 227-6944, FAX (202) 694-3186.

* * *

More than 120 guests, Navy officials and members of the news media attended a graveside service for crewmen of a Navy patrol aircraft lost over Vancouver Island, British Columbia, 42 years ago. The service was held at Arlington National Cemetery in April.

The nine officers and enlisted men aboard the Patrol Squadron 1 P2V-2 *Neptune* disappeared over the island's mountainous terrain Nov. 4, 1948, during strike mission training.

The pilot of the ill-fated aircraft, the squadron XO LCDR Wilbur W. Titsworth, radioed the squadron commander that his left wing heater was not working and that he was descending to avoid icing conditions after passing through low clouds and fog. That call was his last. Extensive search and rescue efforts failed to locate even a trace of Titsworth and his crewmen.

In 1961, a geologist discovered aircraft wreckage in the mountains on Vancouver Island, and later some remains were discovered near the site by a team from the Naval Aviation Safety Center. The remains were buried and a plaque was set in concrete at the crash site.

A Navy recovery team returned to the scene in September 1989, exhumed the remains and transported them to the Central Identification Lab in Hawaii. A month later it was recommended that the remains be buried together.

* * *

While "The Hunt for Red October" continues to tantalize moviegoers and set box office records, Paramount Pictures is gearing up to release another Navy blockbuster this summer.

Set during the Vietnam War, "Flight of the Intruder" is based on the best-selling book by Stephen Koontz. The film tells the story of operations by an A-6 *Intruder* squadron in Vietnam and the pressures placed on Navy aircrews throughout the war.

Navy support of the movie included 10 days of filming at sea aboard USS *Independence* (CV 62) and hundreds of flight hours logged by the "Boomers" of Attack Squadron 165.

* * *

Frigate USS *Fanning* (FF 1076) played a major role in saving the life of a Greek merchant sailor while operating in the Persian Gulf recently.

The San Diego-based *Fanning* received an urgent radio call from an oil company requesting medical assistance for a crewman aboard the Liberian tanker *Indiana*. The seaman was reported unconscious and was having difficulty breathing.

In response, *Fanning* quickly closed the 100 miles separating the ships and evacuated the crewman. Two hours after the initial distress call was made, an SH-2 *Seasprite* from Helicopter Anti-submarine Squadron (Light) 35, embarked on *Fanning*, was hovering over *Indiana*. The seaman was transported to the U.S. Navy ship, where his symptoms were diagnosed as a stroke. He was immediately delivered to an emergency medical team in Fujairah, Oman.

Mail Buoy

Shortcoming

Your article in the February 1990 issue of *All Hands* fell short of depicting the true picture of Military Sealift Command operations. Unlike the USNS *Kawishiwi* (TAO 146), a training unit which operates off the Southern California coast, the crew of MSC vessels that are forward-deployed experience the true meaning of the phrase "arduous sea duty." For they are the ones who leave their homes, families and friends behind for 12-month or longer deployments consisting of battle group steaming, Indian Ocean deployments, fleet exercises and far-away underway replenishment rendezvous. These are proud sailors who work as a team, doing a large job in a large ocean.

I would like to take this opportunity to distinguish the men and women from the military departments of these forward deployed ships: USNS *Hassayampa* (TAO 145), USNS *Pouchatoula* (TAO 148), USNS *Passumpsic* (TAO 107), USNS *Navasota* (TAO 106), USNS *Higgins* (TAO 190), USNS *Spica* (T-AFS 9) and USNS *Kilauea* (T-AE 26). These sailors meet the challenge *daily* during a rewarding and satisfying tour on board an MSC vessel. Here's to them!

— LT Michael A. Manchor
USNS *Hassayampa* (TAO 145)

Reversed hands

While looking at the picture on the back cover of the April 1990 issue of *All Hands*, the drill instructor of Aviation Officer Candidate School noticed that the sailor in the photograph appears to be doing "Present Arms" incorrectly.

According to the NAVMC 2691, Drill and Ceremonies manual, the right hand should be on the small of the stock and the left hand at the balance or midpoint on the weapon. In the photograph, the hands are reversed. Our question is simple — was this done on purpose for some reason, or was it simply a mistake?

— Gunnery Sergeant Steven Holt
Aviation Officer Candidate School
Naval Air Station, Pensacola, Fla.

• A phone call to the office of the Ceremonial Guard at Anacostia Naval Station, Washington, D.C., confirmed that the sailor's hands were indeed reversed. Although I'm not able to determine the

reason, it seems likely this was a mistake. Good catch, Gunny. — ed.

Those bitts can bite

I recently received your May edition and was very pleased with the fine coverage of my activity, the Naval Safety Center. However, I was disconcerted to note a safety violation in the photo on the inside back cover. The sailors on the USS *Con-nole* [FF 1056] involved in the line handling evolution are not adhering to safe working practices. The line handler nearest the bitts (standing, holding the line in his hands) should be at least six feet away from the bitts so that he will not be pulled into the bitts in the event the line surges.

Perhaps they should review the film "Synthetic Line Snapback" available from the Naval Education and Training Support Center, Atlantic, or refer to NSTM Chapter 613, para 613-2.14.5

Keep up the good work.

— LCDR M.A. Hess
Naval Safety Center, Norfolk

Picking a winner

Concerning your January 1990 edition of *All Hands*, I was amazed to see the winner of your black and white photo story contest and I am curious to know your judging criteria. While I thought "NAVTAG," your First Place choice, was somewhat interesting, "The Final Farewell" evoked an immediate emotional reaction from me. Just to reassure myself, I polled the rest of my office and they all agreed: "The Final Farewell" was the clear winner.

— LT Scott Ripley
Naval Air Force, U.S. Pacific Fleet
San Diego

• A photo story must do more than evoke immediate emotional response — it must also convey a complete story. The judges felt that the photos in "The Final Farewell" were good, but didn't tell as complete a story as those in "NAVTAG." Photo judges must look at the photo story as a whole, not as individual pictures. They also have to consider the layout design and the technical quality of the photos, which is less easy to judge once they are printed in the magazine. — ed.

Missing squadron

I am writing concerning your story on "The Hunt for Red October" in your March 1990 edition. You mistakenly left out Helicopter Anti-submarine Squadron (Light) 43. HSL 43's Detachment 5 was based on board USS *Reuben James* (FFG 57) during the filming of Mr. Clancy's novel. The detachment put in long hours to support the endeavor, and they deserve the recognition due for their dedication.

Thank you for an informative and insightful magazine.

— AT2 Guy A. De Marco
HSL 43, Quality Assurance

Know your weapons

While reading the article on the NTC Orlando drill team in the March 1990 *All Hands*, I noticed two irregularities. The photograph accompanying the text shows what appears to be a service rifle of World War I vintage. The text, however, refers to Korean-War vintage rifles. There was no U.S. Korean-War vintage rifle. The service rifle during the Korean War was the World War II vintage M-1 Garand.

If the rifle used by the drill team is an M-1 Garand, the text should identify it as such. Millions of Americans know what a "Garand" is and the same millions also know that the service rifle in Korea was the World War II vintage M-1 Garand.

If the rifle used is the one depicted in the photograph, then it should be identified as a World War I vintage rifle. Casual mis-identification of any weapon or weapon system does not reflect well on an author, especially in a military publication.

— Steve Schady
USN, retired

• You certainly know your weapons — further checking with NTC Orlando reveals that the drill team uses a 30 caliber, 1903 Springfield carbine rifle with bayonet. — ed.

Reunions

• USS *Phelps* (DD 360) — Reunion Aug. 28 - Sept. 2, Beaverton, Ore. Contact Harold Placette, 3336 Roanoke Ave., Port Arthur, Texas; telephone (409) 962-1348.

Reunions

- **USS Curtis (AV 4)** — Reunion Sept. 5-9, Stouffer Hotel, Rochester, NY. Contact Harold F. Oliver, 1575 W. Valley Parkway, #37, Escondido, Calif. 92025; telephone (619) 741-7831.
- **USS Fulton (AS 11)** — Reunion Sept. 6-9, St. Louis, Mo. Contact Charles J. Meyer, 8364 Capeview Court, Norfolk, Va. 23518-5936; telephone (804) 588-2653.
- **SLCU-34 and ACORN-2** — Reunion Sept. 5-9, Quality Inn-Bayview, Bremerton, Wash. Contact David Konovsky, 165 Towne Rd., Sequim, Wash. 98382; telephone (206) 683-2710.
- **USS Tutuila (ARG 4)** — Reunion Sept. 6-9, Ramada Inn, Williamsburg, Va. Contact John Hennessey, 4613 Dartmouth Ave., Holiday, Fla. 34691.
- **115th Naval Construction Battalion** — Reunion Sept. 5-8, Waterfront Plaza Hotel, Indianapolis, Ind. Contact Edward Plummer, 5023 East Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.
- **USS Granville (APA 171)** — Reunion Sept. 6-9, Reno, Nev. Contact Bob Blanding, 4559 Shawn Court N.E., Salem, Ore. 97405; telephone (503) 393-8739.
- **National Association of Fleet Tug Sailors** — Reunion Sept. 6-8, Orlando, Fla. Contact Bob Yates, 762 Medocino Ave., #15, Santa Rosa, Calif; telephone (707) 523-4415.
- **609th Ordnance Base Armament Maintenance Battalion** — Reunion Sept. 6-9, Marriott Hotel, Colorado Springs, Colo. Contact Paula Sheagley, P.O. Box 11850, Pueblo, Colo. 81001; telephone (719) 544-7878.
- **USS Princeton (CVL 23)** — Reunion Sept. 12-16, Henry VIII Hotel, St. Louis, Mo. Contact Sam Minervini, 251 Marlboro Road, Wood-Ridge, N.J. 07075.
- **USS Arided (AK 73)** — Reunion Sept. 13-16, San Luis Obispo, Calif. Contact Richard Baker, 1002 Cathering Ave., Kinston, N.C. 28501.
- **USS Heywood (APA 6) and USS Neville (APA 9)** — Reunion Sept. 13-16, Portland, Ore. Contact Merle Teegarden, 3015 SW Wembley Park Rd., Lake Oswego, Ore. 97034; telephone (503) 639-0170.
- **USS Aaron Ward (DM 34)** — Reunion Sept. 14-16, St. Louis, Mo. Contact Einar Dyhrkopp, Shawneetown, Ill. 62984; telephone (618) 269-3914.
- **USS Nassau (CVE 16)** — Reunion Sept. 16-18, Las Vegas, Nev. Contact Sam Moore, 10320 Calimesa Blvd. Space #221, Calimesa, Calif. 92320; telephone (714) 795-6070.
- **USS PC (477)** — Reunion Sept. 18-20, Put In Bay, Ohio. Contact Art Dunkelberger, 1138 Rand Villa Ave., Camp Hill, Pa. 17011; telephone (717) 761-2473.
- **USS McGaffery (DD 860)** — Reunion Sept. 20-23, San Diego. Contact Emmet E. Reed, 4116 Galt Street, San Diego, Calif. 92117.
- **USS Baddeng Strait (CVE 116)** — Reunion Sept. 23-26, Las Vegas, Nev. Contact Henry Trotter, 106 Sage Dr., University City, Texas 78148; telephone (512) 658-3447.
- **USS Leedstown (APA 56)** — Reunion Sept. 23-27, Seekonk, Mass. Contact R. E. Larken, P.O. Box 7823, Longview, Texas 75607; telephone (214) 643-7625.
- **USS Omaha (CL 4)** — Reunion Sept. 24-28, Orlando, Fla. Contact Burt Jones, 1245 Swallow Dr., Virginia Beach, Va. 23456; telephone (804) 427-2436.
- **USS Antheodon (AS 24) (World War II)** — Reunion Sept. 24-27, Las Vegas, Nev. Contact Jerry Staats, P.O. Box 29081, Charlotte, N.C. 28229.
- **USS Machias (PF 53) and Escort Division 33** — Reunion Sept. 27-29, Holiday Inn Charleston/Mt. Pleasant, S.C. Contact John R. (Dick) Jones, 806 Helene St., Wantagh, N.Y. 11793; telephone (516) 731-0442.
- **USS Galveston (CLG 3)** — Reunion Sept. 27-30, Nashville, Tenn. Contact Edward L. Kerner, P.O. Box 283, Norristown, Pa. 19404.
- **USS Moale (DD 693), USS Sumner (DD 692) and USS Cooper (DD 695)** — Reunion Sept. 27-30, San Diego, Calif. Contact Russell Catardi, 936 Garfield Ave., Ardsley, Pa. 19038.
- **U.S. Naval Cryptologic Veterans Association** — Reunion Sept. 27-29, Emerald Beach Holiday Inn, Corpus Christi, Texas. Contact Dick Davis, 1717 Waldron Rd., Corpus Christi, Texas 78418; telephone (512) 937-8140.
- **USS Nautilus (SSN 571)** — Reunion Sept. 28-30, Mystic, Conn. Contact John Kurrus, 1010 Ocean Ave., New London, Conn. 06320; telephone (203) 442-0055.
- **USS Mannert L. Abele** — Reunion Sept. 28-30, Comfort Inn (Airport), Bloomington, Minn. Contact William Richardson, 5417 Grand Ave. South, Minneapolis, Minn. 55419; telephone (612) 825-8661 after 6 p.m.
- **USS Mayo (DD 442), USS Laub (DD 613) and USS Samuel B. Roberts (DD 823)** — Reunion Sept. 28-30, Holiday Inn, Rolling Meadows, Ill. Contact BMC O.C. Ayers (ret.), 424 Ridgeland Ave., Elmhurst, Ill. 60126; telephone (708) 832-2387.
- **USS Mahan (DD 364)** — Reunion Sept. 30. Harrahs Reno, Nev. Contact W.A. Sumner, P.O. Box 4, Tahoe City, Calif. 95730; telephone (916) 583-5816.
- **USS Durant and USS Ramsden** — Reunion in September, Hickory, N.C. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; telephone (704) 256-6274.
- **USS Lewis (DD 535)** — Reunion in September, Albuquerque, N.M. Contact Elmer Sailer, 1507 Rockwood Dr., Alamogordo, N.M. 88310-3922; telephone (505) 434-2921.
- **USS Providence (CL 82) and ComCru Div Ten 1945-49** — Reunion in September, Sarasota, Fla. Contact J., Weightman, 704 W. Southview Ave., Dade City, Fla 33525.
- **USS Finch (DE 328)** — Reunion in September. Contact Charles Baughman, RD 2 Box 467, Portage, Pa. 15946; telephone (814) 736-9220.
- **67th Field Hospital** — Reunion in September, Nevada. Contact William O. Doeppe, 624 Brandy Creek Dr., Mechanicsville, Va. 23111; telephone (804) 746-7144.
- **USS Weber (DE 675)** — Reunion in September or October. Contact Joe Retcho, 10710 Golfview Dr. South, Hollywood, Fla. 33026; telephone (305) 436-2943.
- **USS LST 663** — Reunion September/October (tentative), Cape Cod, Mass. (tentative). Contact John R. McCarthy, 15 Chestnut Street, Groveland, Mass. 01834; telephone (508) 372-8651.
- **USS Consolation (AH 15)** — Reunion Oct. 5-7, Memphis, Tenn. Contact Robert O. Peckinpugh, 480 Valley View, Barrington, Ill. 60010; telephone (312) 381-0042.
- **VF 31, VF 3, VF 6** — Reunion Oct. 6, Virginia Beach, Va. Contact LT Broc Bradley, Fighter Squadron 31, FPO New York 09504-6106.
- **Submarine Rescue Vessels** — Reunion Oct. 11-14, Holiday Inn Pensacola, Fla. Contact A. J. "Pete" Poisson (Secretary/Treasurer), 1500 3rd Ave. Pt 33, Chula Vista, Calif. 92011; telephone (619) 426-9893.
- **USS Saint Paul (CA 73)** — Reunion Oct. 16-19, Sheraton Gunter Hotel, San Antonio, Texas. Contact Jim Giles, 3805 Francistown Road, Richmond, Va. 23294; telephone (804) 270-3294.
- **USS Ringgold (DD 500)** — Reunion Oct. 19-21, Tampa, Fla. Contact Henry H. Higginbotham, 623 Westover St., Lakeland, Fla. 33803; (813) 646-6485.



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